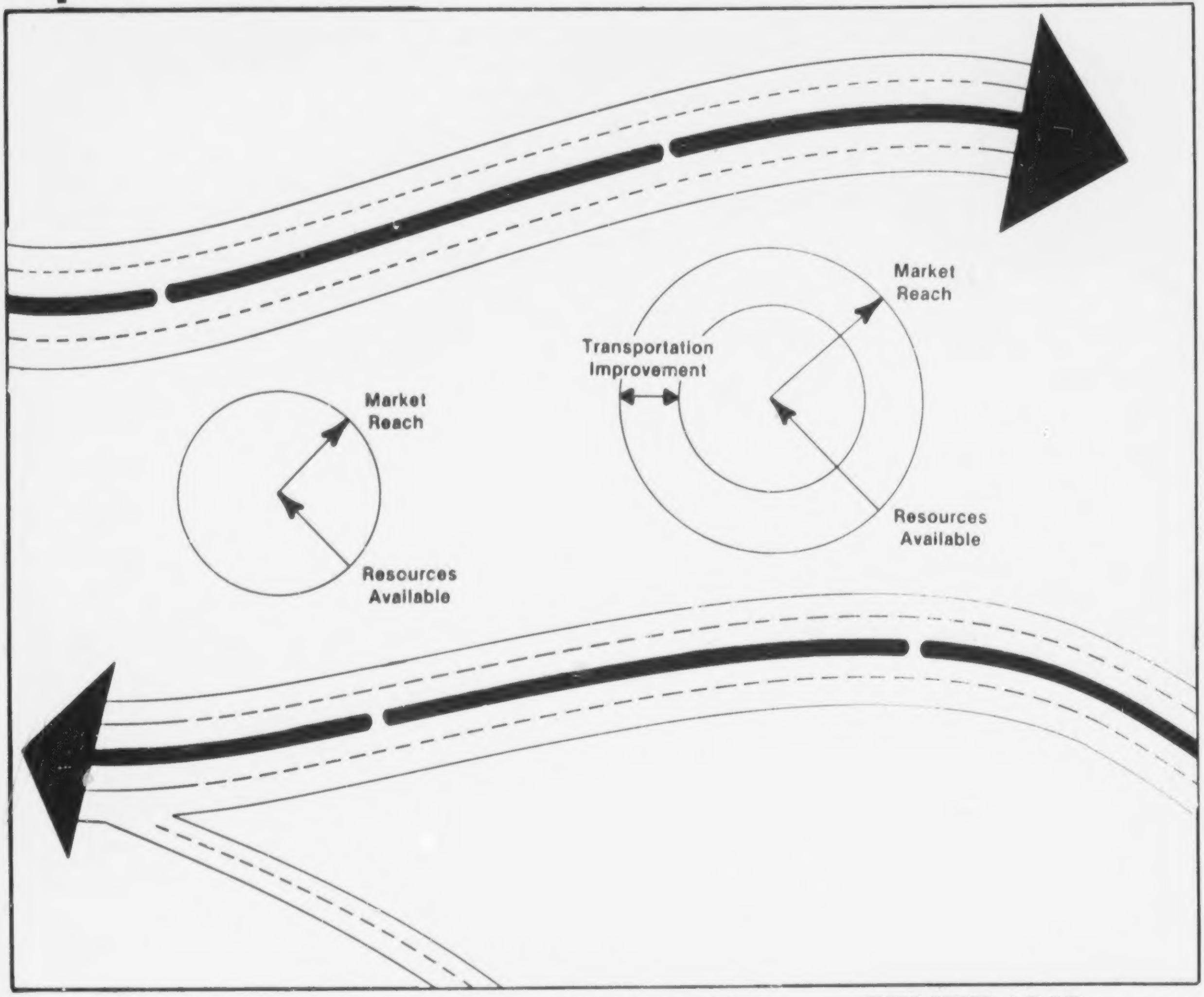
- A43-5-10.F 9/87-

U.S. Department of
Transportation

Transportation Policy in the States: Current and Future Trends

April 1987

A TECHNOLOGY SHARING REPRINT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Prepared for: CENTRANS

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TRANSPORTATION POLICY IN THE STATES: CURRENT AND FUTURE TRENDS

by

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FOREWORD

This is the first publication effort by the Center for Transportation. **CENTRANS**, as we call this new center, is the newest organizational effort by the Council of State Governments to respond to the policy needs of state leaders.

For its premier effort, **CENTRANS** has completed a national first in transportation policy research — a survey of a cross-section of state decision makers — elective and appointive, legislative and executive, line and staff that are involved with the design and development of transportation policies, programs and operations. This group taken together represents the diverse blend of ideas and efforts that finally has become what represents state and national transportation policy as we know it today.

This holistic perspective, rather than the more traditional organizational perspective, is what is unique about this study. The perspective reflects the unique ability of an umbrella organization such as The Council of State Goverments to perform this valuable kind of research. The study summarizes not only the transportation needs of the nation as a whole, but also sets forth how these needs are formulated on a state and multi-state regional basis.

Determining state transportation policymakers' information needs is an important first step in allocating national research assets and funds to service such needs. For this reason, Transportation Policy in The States: Current and Future Trends is important not only to state decision makers, but also to those contractors and citizens that receive transportation services from state government.

For state transportation decision makers, this book is a look in the mirror, and an opportunity to view their programs and needs as they say they are. For academia, local government leaders, federal government officials, interested citizens, and others who wish to work with state government, this book is a primer on the requirements of those whom state decision makers wish to inform about transportation needs.

We would like to acknowledge the support and encouragement provided to us by various staff members of the Council of State Governments, and to recognize the sponsorship of the Martin School of Administration, University of Kentucky in supporting Dr. Dinker I. Patel as a Visiting Scholar. We also benefited from the excellent reviews of earlier manuscripts by Edwin W. Hauser, Institute of Transportation Research and Education at the University of North Carolina; Tom Dawson of Smith, Dawson and Andrews, Washington, D.C.; Calvin Grayson and Don Hartman at the Kentucky Transportation Center; Phillip Roeder, University of Kentucky; and Kenneth Fern at the Council of State Governments, Southern Office in Atlanta.

If you are a true transportation policy innovator or follower, and have found this information useful and interesting, please contact the Center for Transportation with your comments and suggestions for future research.

Lexington, Kentucky
April, 1987

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PREFACE: THE TRANSPORTATION POLICY CLUB

State Senator H. L. (Bill) Richardson of California, purposefully left something unsaid about the state policy process in the title of his 1978 book, What Makes You Think We Read the Bills? For any new policy created, someone has to describe the problem, someone has to research the problem, someone has to propose a solution, someone has to draft the proposal, someone has to review and amend the proposal, someone has to fight for the proposal, and ultimately, many, many people have to agree with the proposal before it can become policy. As Senator Richardson so well inferred in his book title, the "someone" is usually not the same person. There is a division of labor in the policy process.

Count Otto von Bismarck, the late 19th Century Chancellor of Prussia, said it another way when he made his famous analogy between the production of law and the production of sausage when he said, "Anyone who loves the law or sausage should never see either made." Bismarck was obviously referring to the wide variety of individuals who put their stamp on any well written public policy.

When the Council of State Governments decided to create the Center for Transportation as a state policy research think-tank in May, 1986, the first order of business was to set a workable and relevant agenda for the new Center.

As the new Center Director (and its only employee at the time), that job fell to me. My initial searching indicated that nationally there was no indicator of what the policy needs of state transportation policymakers were, as expressed from their own perspectives.

And, as a former state legislator from Iowa, who chaired the Iowa House Transportation Committee in that state during the mid-1970's, I recognized that a survey of a single portion of the state transportation public policy sector would not give me a complete picture of information needs. How I worked (and how I observed that other legislators worked), was through networking. In short, the policy we made was the result of the workings of an informal club, with some players having more input than others, but all players nevertheless having a role to play.

I made legislative proposals which were derived from a variety of sources, in response to a variety of perceived problems, from a variety of perspectives. The proposals received were in a variety of stages of development. Some were complete edited bill drafts. Others were presented only as a problem needing resolution. Even others were presented only as circumstances of dislocation, and required a definition of a problem. Sources were many. As information and proposals were received, they were fed into Bismarck's sausage grinder, where many, many teeth (or hands, eyes, and minds, as the case may be), ground out what I considered to be fairly good policy (even if I did not always agree with it).

People from all levels within the informal club would contribute their ability, their specialty, and their perspective. In the public sector, club members were divided approximately into an inner and outer circle. While the inner circle members had more say in the final composition of policy, they successfully performed their policy functions only at the pleasure of and with the acquiescence of the outer circle. The better that all members of the policy club were informed (and especially the inner circle), the better the resulting policy product.

The situation I witnessed in Iowa is probably not markedly different from that policy environment found in other states. As Chairman of the House Transportation Committee, the public sector people I had to deal with included the Chairman of the Senate Transportation Committee, the members of my own committee, the members of the Senate Transportation Committee, the leadership of both bodies, and the full membership of both bodies. That was just for starters. I also had to deal with my own researchers and bill drafters, other people's researchers and bill drafters, the governor's office, and people from the state transportation bureaucracy. Transportation bureaucracy people included the bureaucracy leadership, and a variety of key bureaucratic functions. All told, I estimated about 60 people to be (in varying degrees) within the inner circle. Some of the people one might normally assume that I would include in the inner circle, I do not. This is because my definition of inner circle membership implies at least some degree of specialty in transportation policy, as a portion of a formal or informal job description. This often does not include legislative leadership, or even the governor, because, by the time the legislative leadership or the governor gets into the transportation policy act, the problem parameters have usually been defined by the transportation policy specialists.

If one were to quantify the specialists for a "typical" state (although there is really no typical state), they would probably number around the 60 individuals which I quantified for Iowa. This would include the chairmen as well as members of the transportation committees of the House and Senate, the membership and sub-committee chairmen of the appropriations sub-committees which deal with transportation, any specialty legislative staff support envelope which might exist, including (partisan and non-partisan) researchers and bill drafters, a transportation specialist in the governor's office, the state secretary of transportation, a departmental lobbyist, a planning unit director, modal administrators within the department of transportation (highway, rail, air, public transit, water), a motor vehicle administrator of some sort, a highway safety administrator or representative of some sort, and possibly a transportation economic regulator of some sort. Together this group or a like-shaped group proposes, disposes, and interacts to create policy.

In order to get a true picture of information needs of how the state transportation policymaking system is operating, one has to look at this inner circle.

A survey of these "key" officials who set the national transportation agenda is the subject of this report.

Robert Krause
Director
The Center for Transportation

1 SURVEY OF THE TRANSPORTATION POLICY ELITE

CHAPTER ONE

SURVEY OF THE TRANSPORTATION POLICY ELITE

Introduction

The purpose of this study is to provide a resource or data base book to identify and analyze transportation issues and issue information needs facing the states. A national, then regional framework was followed for this study. The rationale for a regional framework is within the very uniqueness of the states themselves. No two states are the same. To bury their differences in a national cross-sectional study with an organization other than regional, does a disservice to this uniqueness. To those, especially at the federal level, whose days are spent dreaming of burying that uniqueness in a dreary battleship gray of national uniformity, we say "vive la difference." It is that difference and uniqueness which for the past 200 years has been constitutionally protected because of the vision of our founding constitutional fathers. They saw state individuality as the best means of meeting the governmental needs of a truly diverse nation, and their vision has withstood the test of time.

In spite of this state uniqueness, commonalties do exist, which may best be seen in a regional perspective. Regional perspectives can lend to a framework for common studies of pressing problems, as well as a recognition of common goals. It is hoped that this document will be the first of an annual series of surveys which state policymakers and planners, as well as those who work with them, can use to focus their policy directions, and make more informed policy decisions at the state level. For national policymakers, it is hoped that this document will breed an awareness that a network of state transportation policymakers does exist, that it has an agenda, and that the regions and states of the country have a uniqueness which must be recognized and integrated into any logical national policy framework.

The document is intended as a reference manual, rather than a text, and is intended to provide a starting point for discussion, rather than to present itself as an end product in the policy process.

Procedures and Methodology

Survey Design

In order to identify the information needs of state policymakers on transportation issues, a survey questionnaire was designed. The questionnaire was comprised of two sets of questions. One set asked the respondents to determine the degree to which they utilized transportation specific information. The other set sought essay-type information on short term and long term transportation problems in the states. Additional information in the survey was included to determine the respondents' position, experience in dealing with transportation issues, and educational and training needs. The survey design was reviewed from several perspectives, including survey professionals, political scientists, statisticians, transportation professionals, and CSG regional staff. The end product was a compromise which was intended to cover a wide range of questions which could be perceived to generate useful information. At the same time, it was hoped that the survey would be relatively easy to answer, as well as relatively easy to machine process. It was also a product that would hopefully test itself, as pre-conceptualized "scale" (called Liekert type) questions would be balanced against short essay questions. This internal test did prove its value, as components of the survey tended to validate each other, over and over, as results were processed.

A copy of the questionnaire is included in **Appendix A.**

Identification of State Policymakers

One major procedural step in the study was to identify key transportation policymakers. The goal was achieved with the compilation of a list totaling 1300 key state transportation policymakers. The list was state-sensitive rather than population sensitive in that approximately equal positions were identified in each state.

The selection was intended to emulate a functional perspective of state policymaking rather than an attempt to find an official state position. There were several reasons for this decision. One was in order to get the multiple information needs of the several levels of the policy hierarchy identified. Another reason was for results stability. When critical decision makers move from policy positions, official positions can change drastically as a result. By asking survey respondents to answer as individual transportation policy professionals, and by including in the survey individuals who are not traditionally included in a definition of "key" state decision makers, but who nevertheless have a great deal of influence on state policy, a balanced perspective is maintained. In fact, their perceptions often eventually manifest in the official position. Results longevity should be improved, however, as the "policy club" as described in the introduction to this study often will have its own group ethic. What is perceived as a problem and what is not, is part of that group ethic, and is not subject to as much institutional whimsy as is "official position."

Included within the list were governors, lieutenant governors, governors' and lieutenant governors' staffs dealing with transportation, legislative partisan and non-partisan research and bill drafting staffs dealing in transportation, legislative transportation committee chairpersons, Department of Transportation directors or the equivalent, all modal division chiefs or the equivalent, transportation economic regulators or the equivalent, transportation planning directors or the equivalent, governors' highway safety representatives, and motor vehicle administrators.

The legislative transportation committee members, as well as legislative sub-committee members for the sub-committee of appropriations charged with transportation funding, are an important segment of the "policy club". They were not included in the survey, primarily because their name lists were not readily available. However, the funding aspect is partially captured by including fiscal representatives to the legislative support staff.

During results review, while it was revealed that there were instances where significant differences in policy opinion might be possible, as a whole, policy differences between groups were relatively insignificant. Even those policy differences which were possibly revealed were subject to sampling error, due to the small size of some groups.

Survey Response

The mailing of 1300 questionnaires generated 270 responses within the approximate one-month shut-off window. The 30 to 40 responses received after the shut-off date were not tabulated. The reason was to keep a uniform data base for the statistical manipulations which were conducted. No follow-up mailing or calling system was used to increase the response rate. For this kind of response solicitation approach, the 21 percent response rate is within the range of response rates for mailed surveys without follow-ups (usual range is 10 to 25 percent).

Accuracy Calculations

The response rate of about 21 percent does not translate directly into a calculation of the level of precision, or the degree of confidence, that we have in the sample results. The precision of these survey results is, instead, determined by the absolute size of the sample, essentially ignoring the size of the population. Larger-sized samples are generally preferable, but it does not matter in most instances what the size of the population is or what the proportion of non-respondents may be. Non-response to sample surveys is indeed a problem in general, but the practical issue in survey research is the level of precision that can be attained with samples of a given size.

CHAPTER ONE

An easy calculation can be made for sampling error, or the amount of uncertainty (that is, the imprecision), involved in a sample of a given size, with certain assumptions made about the characteristics of the relevant population. For samples of about 270 observations, the approximate number of our survey respondents, the amount of sampling error involved in estimating a proportion in the population, assuming that the value of that population proportion (p) equals .5 (one-half), is:

sampling error for p = 1.96 * ((.5*(1-.5)/270))**.5

in which we take the square root (shown by **.5) of the value of p times one minus p divided by the sample size, and multiply that resulting value (called the standard error) by 1.96. The value of 1.96 is the value of a standard normal statistic (a Z-score) which insures our results will be in the correct ball park 95% of the time. This conservative calculation (which means that the true sampling error may well be less than this) comes out to approximately

sampling error for p = .0596409007.

Rounded to two decimal places, this value of about .06 says that our results are within six percentage points of the true value of the population proportion with 95% confidence. This is, our results are within plus or minus six percentage points of the truth 95 percent of the time when the full sample is used for national findings. This error becomes larger, of course, when smaller numbers of observations are used for each region.

The corresponding calculation for cases in which a population average (mean) is being estimated from the results of the full, national sample is:

sampling error for the mean = 1.96 * ((σ)**2/270)**.5

where (σ)**2 refers to the population variance. Assuming that our variances are approximately equal to a value of 2 (which is actually larger than most of the sample variances shown on computer printouts, this yields about:

sampling error of the mean = 0.1686899413.

That is, rounded to two decimal places, our sample means are correct, with 95 percent confidence, to within plus or minus roughly 0.17, assuming that the full sample is being used. This error will be greater for regional results, where the number of observations is reduced. These national and regional mean scores were used principally in ranking the relative importance of transportation issues.

It is important to note that these calculations do not tell us how many observations would be needed to produce a 95 percent level of confidence in the results for a lesser level of error. If we want to be within, say, five percentage points of the true population proportion 95 percent of the time in repeated samples, then the required number of observations is about

required number of observations =
((1.96)**2 * .5*(1-.5))/(.05)**2

which equals roughly 384. This is approximately the sample size that would be needed to attain the level of precision of plus or minus 5 percentage points with 95 percent certainty. This study attained, instead, a level of precision of about plus or minus 6 percentage points with 95 percent certainty. Since it would cost more in time and dollars to produce the larger-sized sample needed for the extra percentage point of precision, this difference is essentially nonexistent. In general, the rule relating precision to cost is that, in order to be twice as precise (say, to within 3 percentage points instead of 6), you must obtain four times as large a sample."

CHAPTER ONE

Analytic Method

After survey responses were gathered, analysis was divided for two tasks. The first task dealt with the "hard" data, that is, that which could be manipulated by computer, and the second task dealt with the "soft" data, that is, the essay type questions which were included near the end of the survey.

Hard data question responses were transcribed to optical scanner format, and were compiled on the mainframe computer at Iowa State University, Ames, Iowa by Dr. Mack C. Shelley, II. Dr. Shelley, who holds a joint appointment with the Department of Statistics and the Department of Political Science at Iowa State, was our principle statistical resource for the project. A statistical computer program owned by SAS Institute Inc., Cary, North Carolina, and used under release 5.16 of SAS at Iowa State University was used for the statistical manipulations.

In addition to the compilations which are shown here, a variety of statistical tests were run using the data to test for a number of different inter-relationships. A large number of regressions results were found to be significant at the five percent level. However, because of time and budget constraints, these are not shown in this publication. A series of factor analysis tests were also run against the data. However, these too are not shown for the same reason.

Regional Response Rate

The response rate was highest in the Southern region, from which 84 responses were received, representing a 31.3 response rate, and followed closely by the Midwestern Region, which had 76 responses, representing a response rate of 28.1 percent. In the Western region and Eastern region the response rates were 22.2 percent and 18.5 percent respectively (See **Figure 1**). Differences in the number of states within the regions accounted for some of the variation.

Coincidentally, however, the allocation of survey responses compared favorably with the proportional regional populations (**Table 1.1**). The responses fell within 2 to 3 percent of the estimated proportion of the regional population. A federal perspective is maintained within the regions as an approximately equal number of questionnaires were mailed to each of the states and commonwealths.

Table 1.1: Survey Responses by Region

REGION	SURVEY RESPONSES	TRANSPORTATION SURVEY (PERCENT OF RESPONSES)	POPULATION (PERCENT OF NATION)
Western	60	22.2	19.8
Southern	84	31.7	34.1
Eastern	50	18.5	21.1
Midwestern	76	28.1	25.0
U.S.A.	270	100.0	100.0

Source: The Center for Transportation, The Council of State Governments Population data based on the U.S.Bureau of Census estimates for 1984.

Responses by Professional Groups

As previously stated, the survey questionnaire was mailed to a cross- section of transportation leaders in all the states and territories of the United States. A review of the survey responses by region and by professional grouping revealed that responses by professional grouping was reasonably proportional across the regions. This is significant, in that this proportional spread (called "stratification") allows for regional comparison with less possible distortion of the results. Responses by professional grouping are shown in **Table 1.2**. Because the survey's design was intended to get a representative "feel" for a mixed group, rather than for a single profession, few tests were made to measure comparisons between policy professions. If information would be needed in this area, a different survey design would have to be followed which would consider different and additional factors.

Table 1.2: Responses by Professional Groups

	Professional Group	Total Number
1.	Governor or lieutenant governor	4
2.	Staff of governor or lieutenant governor	14
3.	Chair of transportation committee	20
4.	Head of transportation agency or division	103
5.	Staff of transportation committee	56
6.	Other	70
7.	No response to question	3
		270

Source: The Center for Transportation, The Council of State Governments

As can be seen in the above table, the category "Other" comprises a surprisingly large proportion of the responses. A review of the "others" revealed that a significant portion of the "other" would have fallen into one of the labeled categories, had a judgment call been made by survey staff. However, no attempt was made to second-guess survey respondents as to what they actually considered their position to be. Another portion of the "other" came from the routing of survey questionnaires within either the executive or legislative bureaucracy. Here again, no effort was made to re-define this group.

Responses by Work Experience

As **Table 1.3** shows, survey respondents had extensive experience in dealing with transportation issues and policy. Nearly all (98.5 percent) had one or more years of experience. Almost one-quarter (24.0 percent) had 5 to 9 years of experience. One-fifth (20.6 percent) had 10 to 14 years of experience. Exactly 13.5 percent had 15 to 19 years of experience. Finally, 23.2 percent of the respondents had been involved with transportation issues and policy for twenty or more years.

Overall, the respondents represent a core of transportation experts who had long-term experience in providing leadership and expertise in shaping transportation policy for the nation.

Table 1.3: Respondents' Experience in Dealing With Transportation Issues and Policies

	Experience	Number	Percent
1.	Less than one year	4	1.5
2.	1 through 4 years	46	17.2
3.	5 through 9 years	64	24.0
4.	10 through 14 years	55	20.6
5.	15 through 19 years	36	13.5
6.	20 or more years	62	23.2

Source: The Center for Transportation, The Council of State Governments

A number of tests were run which compared years of experience with relative desire for information on various issues. For a surprisingly large number of issues, there appeared to be a significant correlation between years of experience and relative desire for additional information. In the brief amount of time which was spent reviewing the patterns of relationships concerning the experience-issue preference relationship, several patterns emerged. The most immediately noticeable was that, among highway safety issues where significance was shown, a negative relationship developed between strength of preference and the 15 year through 19 year experience bracket. This was true in several other categories for the noted experience bracket, but stood out most strongly on safety type matters. The cause of this trend can only be speculated upon with the data available. Because of time and budget constraints other research on experience and information needs will have to be the subject of another report.

CHAPTER ONE

Feedback and Information Needs Increasing

Three questions were asked to gauge the feedback state public officials were receiving on transportation:

	A lot				None
How much feedback are you currently receiving from constituents or the general public on transportation needs, issues and policies?	1	2	3	4	5
	21.1%	33.1%	32.3%	9.8%	3.8%

	More		Same		Less
In the past year, have you received more or less feedback from constituents or from the general public?	1	2	3	4	5
	16.8%	29.4%	46.6%	5.7%	1.5%

	Increasing		Same		Decreasing
Is your need for information on transportation needs, issues and policies increasing or decreasing?	1	2	3	4	5
	26.8%	44.5%	27.2%	1.5%	0%

When state policymakers across the nation were asked the question, "How much feedback are you currently receiving from constituents or the general public on transportation needs, issues and policies?", their responses ranged from none (3.8%) to a lot (21.1%). Almost one half (46.6%) indicated that they received about the same amount of feedback from constituents and from the general public. Whereas 7.2% indicated receiving less feedback from constituents or the general public, 46.2% received more feedback. Only 1.5% indicated that their need for information on transportation issues and policies is decreasing; 27.2% indicated having the same needs; and 71.3% indicated that their information needs were increasing.

The responses reveal that policymakers in all regions of the nation are concerned about transportation issues and that their need for information is increasing.

Who Do The Policymakers Talk To?

Legislators and transportation officials seek out their information from a variety of sources including academics, transportation staffers, national professional associations and other public-private-industry interest groups (lobbyists).

In order of frequency of use, sources of transportation information were: (1) Transportation department managers or staffers; (2) Persons representing city, county, township, regional or special transit government interests; (3) A federal agency; (4) A legislator or legislative staff; (5) Someone from a professional association such as CSG, NGA, NCSL or AASHTO. The ranking of all transportation information sources are given in **Table 1.4**.

In terms of use patterns, almost one-half (48.9%) of the respondents tend to rely on the same sources and slightly over one-half (51.1%) vary their sources of information.

One statistical analysis on this revealed a possible relationship between years of experience and source variation - that is, the higher the experience level, the less likely the policymakers were to vary their sources.

Table 1.4: Transportation Information Sources

RANK	INFORMATION SOURCE
1.	Transportation department managers or staffers
2.	A person representing city, county, township, regional or special transit government interests
3.	A federal agency
4.	A legislator or legislative staffer
5.	Someone from a national professional association such as CSG, NGA, NCSL or AASHTO

6. Someone from out of state
7. An interested constituent
8. Private lobbyists representing some aspect of the transportation industry
9. A corporation in the transportation industry
10. Someone from the governor's office
11. A consultant or consulting firm
12. Academics
13. A company that ships a lot of freight
14. Private lobbyists not representing some aspect of the transportation industry

Source: The Center for Transportation, The Council of State Governments

The frequency with which policymakers use various sources for transportation expertise is shown in detail in **Figures 1.2 through 1.15.** The horizontal scale on each graph shown in each figure represents the rating by the survey respondents who rated information sources on a scale of one (Always) through five (Never). The top three ranked sources of information -

transportation department managers and staffers, as shown in **Figure 1.2**, local government officials, as shown in **Figure 1.3**, and federal agents, as shown in **Figure 1.4** - have a peak modal category of 2 (on a scale ranging from 1=Always through 5=Never). The next four sources of information - legislator or legislative staff, as shown in **Figure 1.5**, national professional associations, as shown in **Figure 1.6**, someone from out of state, as shown in **Figure 1.7**, and interested constituents, as shown in **Figure 1.8** had modal categories of 3.

Professional associations such as the Council of State Governments, The National Conference of State Legislators, and the American Association of State Highway and Transportation Officials, as shown in Figure 6, were almost equally divided among high, moderate and low level of utilization by the survey respondents. There was also heavy utilization of information sources from out of state, indicating that transportation problems (and solutions) transcend state boundaries.

The less frequently utilized sources of information were transportation industry lobbyists, transportation corporations, governors' staffs, consulting firms and academics. For each of these sources, however, the distribution of survey responses indicated relatively high percentages of occasional use (Scale=4). This may be reflective of the types and nature of the utilization, rather than an assessment of the quality and frequency of the information input. **Figures 1.9 through 1.15** show this trend.

Other information sources were listed by a very small number of respondents. The most frequently mentioned other sources were other state agencies and libraries.

How Policymakers Gather Information

When survey respondents were asked about the medium they most often used to provide transportation information services, their responses were: Telephone -- 70.8%, Personal contact -- 17.0%, Mail -- 11.8%, and Computer systems -- 0.5%. (**Figure 16**). The low use of computer systems to generate policy information may indicate a missing system link or other use compatibility problems. Given the wide use of computers in other areas of society, more computer use might be expected.

Success in Finding Information

A majority of survey respondents indicated that they were generally successful in finding expertise when needed, although a significant minority (35%) indicated mediocre or worse success. Those who were always or usually successful in finding transportation expertise (based upon the 1 to 5 scale) tended to rank a need for general transportation information, general transportation administration information, and information on motor carriers as relatively high, as opposed to those who indicated less success.

These same successful information seekers also rated "liability of public bodies involving transportation" as relatively low as opposed to those who indicated less success. Those who had less success in finding transportation expertise tended to place a higher importance on this liability issue.

Regressions also suggest that as constituent interest increases, so does the relative success rate in finding information. Other possibly significant regressions point to positive correlations between (1) Satisfaction with continuing education, (2) Frequency with which transportation department managers and staffers are sought for advice, and (3) Frequency with which a federal agency is sought for advice. No trends were shown whereby any single profession was winning the information war. (See **Figure 1.17**).

Satisfaction With Policy Information

The majority of survey respondents also indicated general satisfaction with the quality, timeliness and relevance of transportation policy information. However, here again, a larger, significant minority (43%) indicated average or worse satisfaction. (See **Figure 1.18**).

Again, regression analysis suggested some interesting relationships. There was a positive relationship with levels of current feedback from constituents. That is, the higher the feedback, the higher the level of information satisfaction. Negative relationships were suggested between relative satisfaction and frequency of use of transportation industry lobbyists as transportation information sources, frequency of use of non-transportation industry lobbyists, frequency of use of academics, perceived need for continuing education, and satisfaction with continuing education presently offered. That is, the lower the relative information satisfaction, the higher the preference rating in these areas.

Those who were relatively dissatisfied with the quality, timeliness, and relevance of transportation policy information from current sources, tended to place a higher emphasis on information needs in: river (general), lock and dam improvement and replacement, pipeline pollution/leaking, liability insurance (general), liability of public bodies involving transportation, and availability of liability insurance (hazardous materials transport).

Continuing Education for Policymakers

The Center for Transportation's Survey of State Transportation Policymakers also sought to assess needs for continuing education. Eighty-six percent of the respondents expressed a desire for continuing education in transportation policy.

A Preference for Trends and Innovations

When asked what types of education in transportation policy was desired, in order of importance, the responses were: (1) New trends and innovations in transportation policy; (2) "Futurist"-oriented transportation policy; (3) Basic orientation to concepts, terms and issues. The degree of preference for "new trends and innovations" was significant. The degree of need expressed for each category is illustrated in **Figures 1.19 through 1.21**.

Education Formats

Survey respondents who expressed a continuing educational need were also asked about the format of education that best served their needs. Their responses in order of preference were: (1) Short briefing papers on current transportation topics of interest; (2) Special studies or reports on current transportation issues; (3) Special issues, seminars or conferences; (4) Conventions or annual meetings. The degree of preference expressed is shown in **Figures 1.22 through 1.25**.

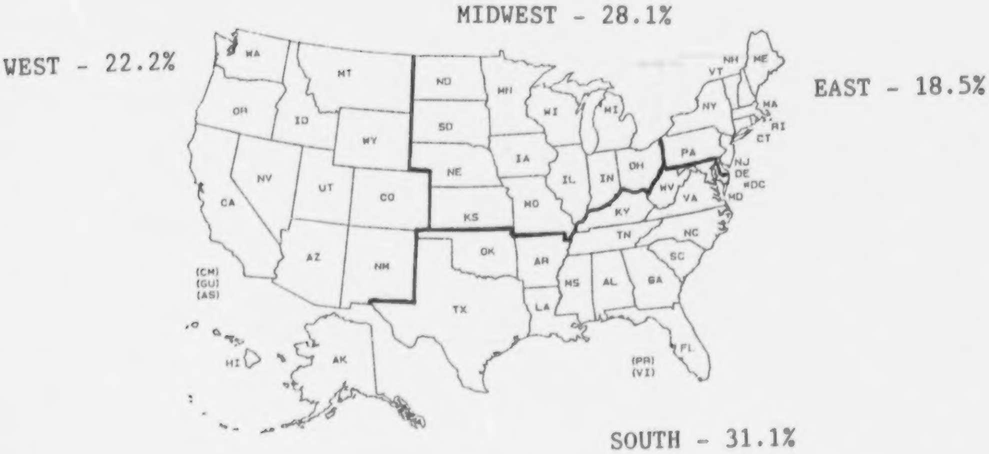
CHAPTER ONE

Dissatisfaction Expressed with Current Situation

Finally, transportation policymakers were asked if they were satisfied with the kinds of continuing education in transportation policy which are available. One-quarter (26.9%) of the respondents indicated satisfaction, while one third, or 35.2%, indicated that they were not satisfied with the kinds of continuing education.

Figure 1.1 - Transportation Survey Responses by Region

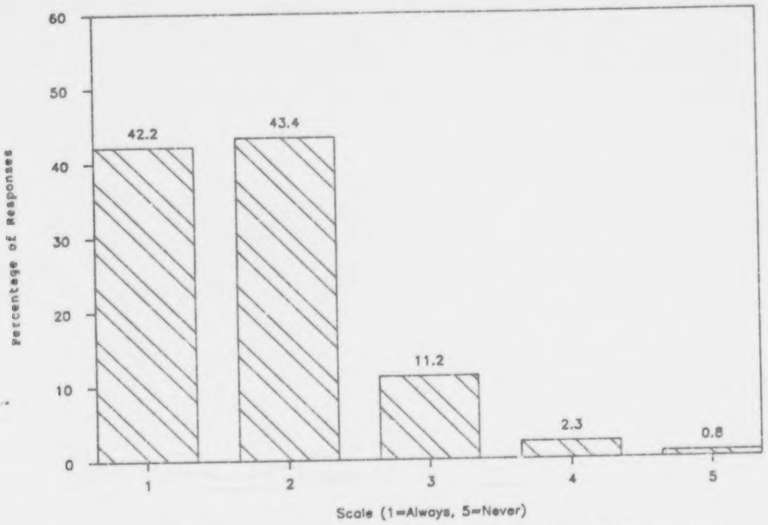
UNITED STATES (N-270)



MIDWEST - 28.1%
WEST - 22.2%
EAST - 18.5%
SOUTH - 31.1%
WA
MT
ND
MN
NH
ME
VT
OR
ID
SD
WI
MI
NY
MA
RI
CT
WY
IA
PA
NJ
DE
DC
MD
NV
UT
CO
NE
IL
IN
OH
WV
VA
CA
KS
MO
KY
TN
NC
SC
AZ
NM
OK
AR
MS
AL
GA
TX
LA
FL
(CM)
(GU)
(AS)
HI
AK
(PR)
(VI)

Figure 1.2 - Information Sources

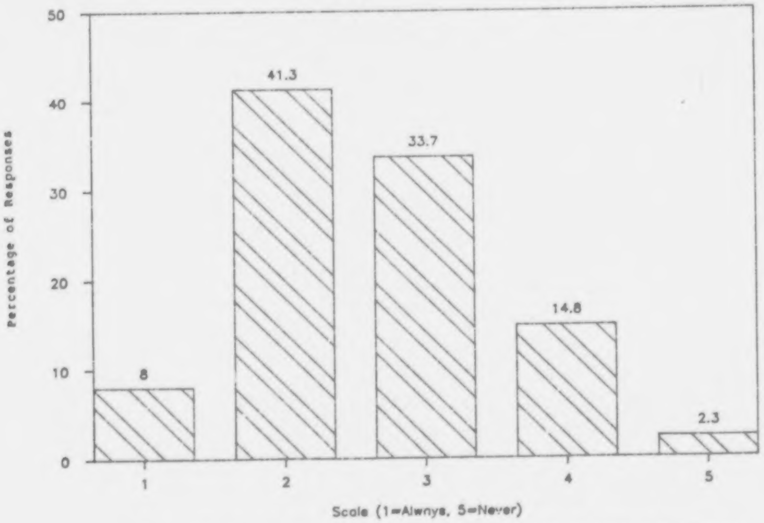
QUESTION: "How often do you seek out transportation department managers and staffers when you need advice concerning transportation?" (N-258)



Source: The Center for Transportation, The Council of State Governments

Figure 1.3 - Information Sources

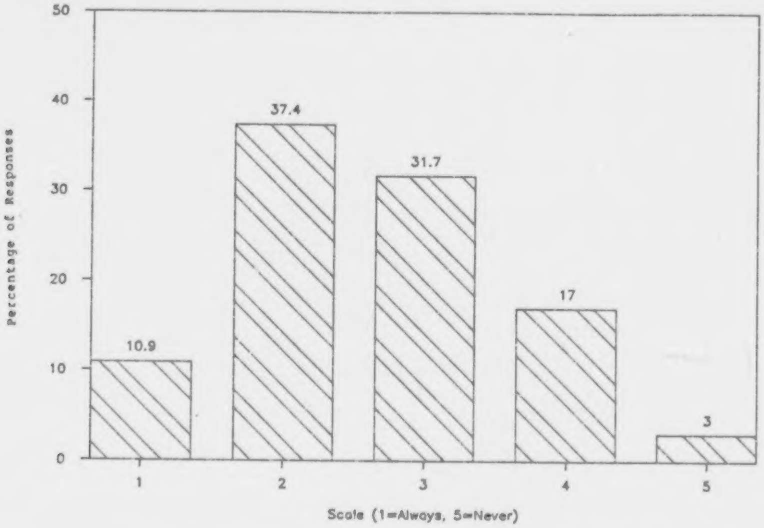
QUESTION: "How often do you seek out local government officials when you need advice concerning transportation?" (N-264)



Source: The Center for Transportation, The Council of State Governments

Figure 1.4 - Information Sources

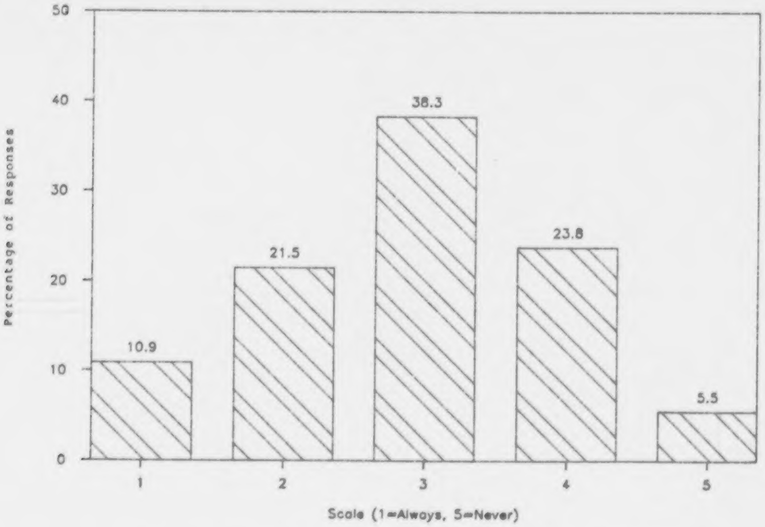
QUESTION: "How often do you seek out a federal agency when you need advice concerning transportation?" (N-265)



Source: The Center for Transportation, The Council of State Governments

Figure 1.5 - Information Sources

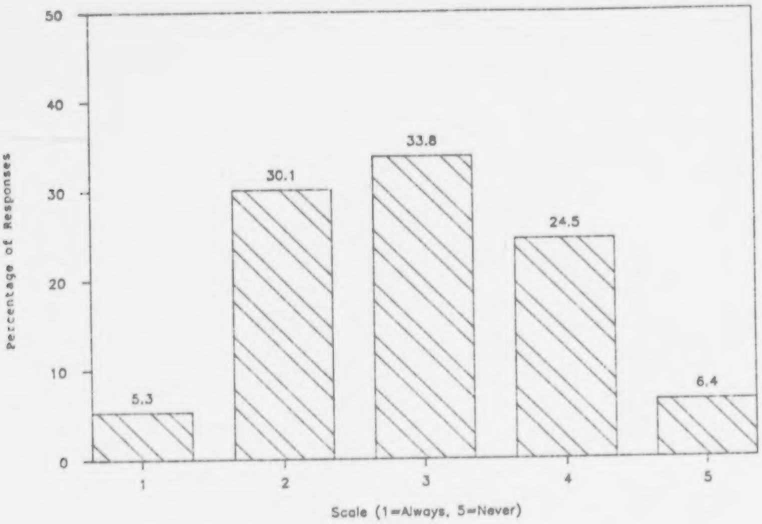
QUESTION: "How often do you seek out a legislator or legislative staff when you need advice concerning transportation?" (N-256)



Source: The Center for Transportation, The Council of State Governments

Figure 1.6 - Information Sources

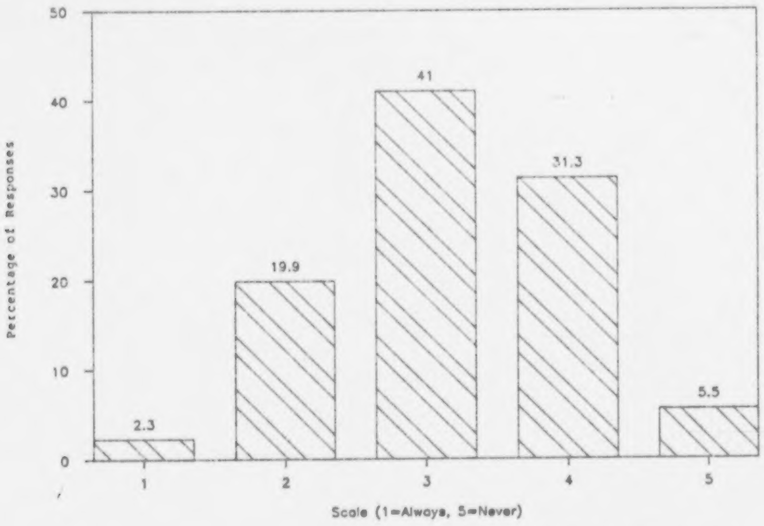
QUESTION: "How often do you seek out associations such as CSG, NGA, NCSL or AASHTO when you need advice concerning transportation?" (N-266)



Source: The Center for Transportation, The Council of State Governments

Figure 1.7 - Information Sources

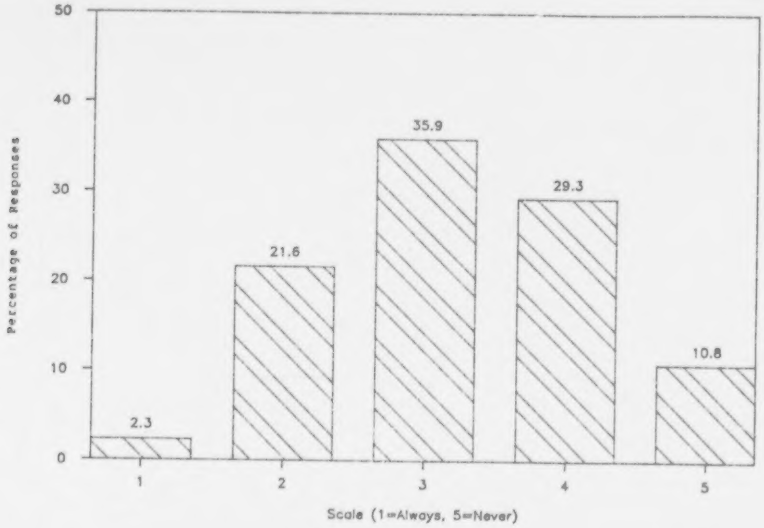
QUESTION: "How often do you seek out someone from out of state when you need advice concerning transportation?" (N-256)



Source: The Center for Transportation, The Council of State Governments

Figure 1.8 - Information Sources

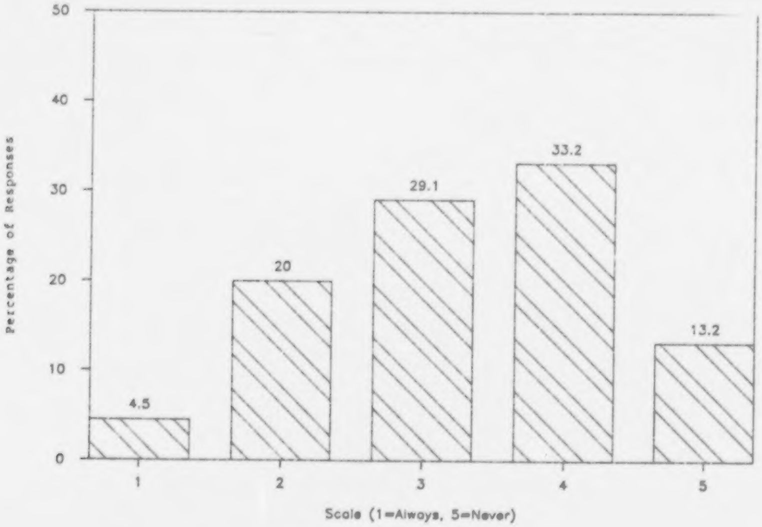
QUESTION: "How often do you seek out an interested constituent when you need advice concerning transportation?" (N-259)



Source: The Center for Transportation, The Council of State Governments

Figure 1.9 - Information Sources

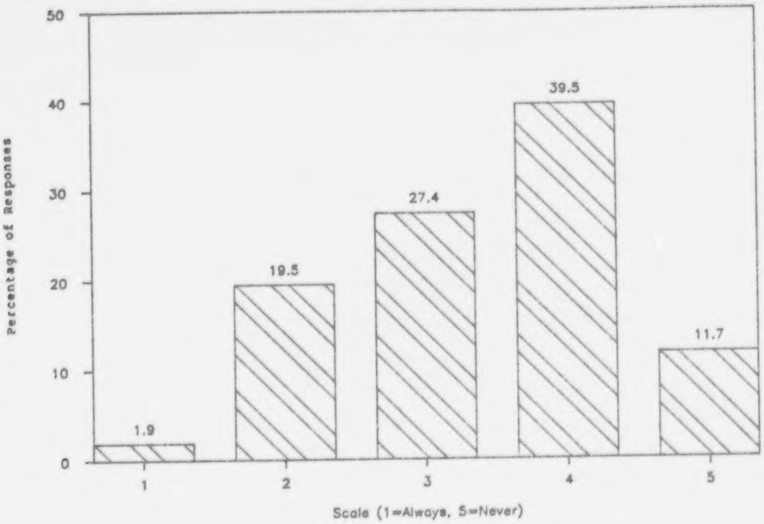
QUESTION: "How often do you seek out private lobbyists representing some aspect of the transportation industry when you need advice concerning transportation?" (N-265)



Source: The Center for Transportation, The Council of State Governments

Figure 1.10 - Information Sources

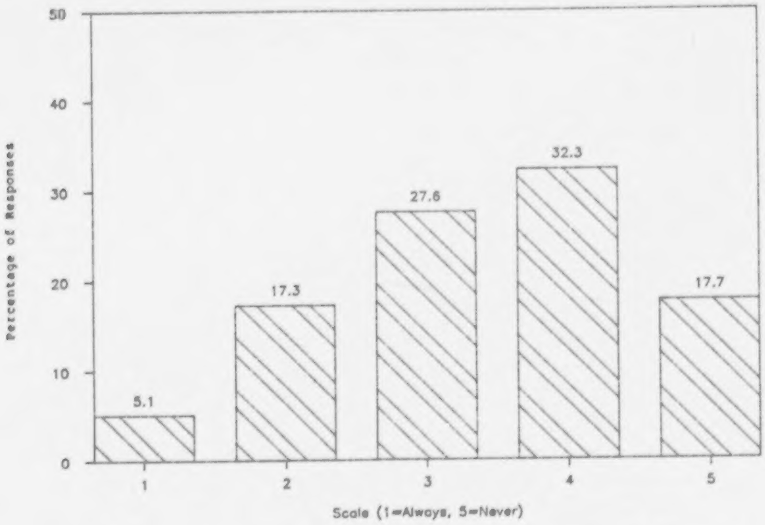
QUESTION: "How often do you seek out a corporation in the transportation industry when you need advice concerning transportation?" (N-266)



Source: The Center for Transportation, The Council of State Governments

Figure 1.11 - Information Sources

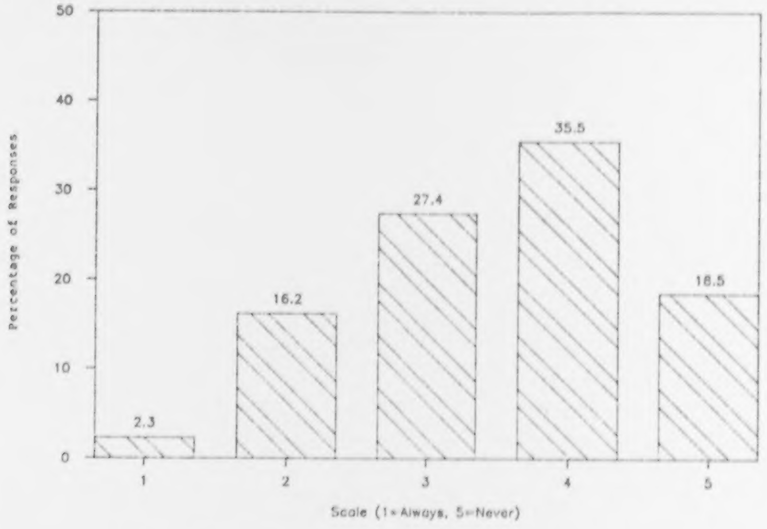
QUESTION: "How often do you seek out someone in the Governor's office when you need advice concerning transportation?" (N-254)



Source: The Center for Transportation, The Council of State Governments

Figure 1.12 - Information Sources

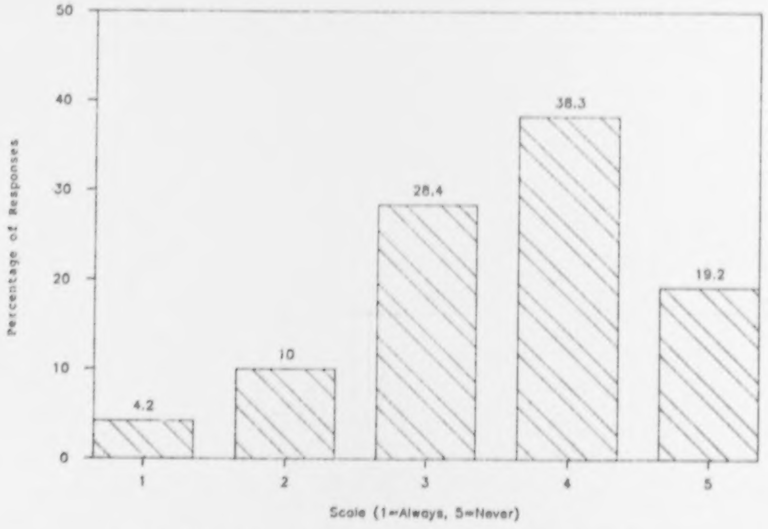
QUESTION: "How often do you seek out a consultant or consulting firm when you need advice concerning transportation?" (N-259)



Source: The Center for Transportation, The Council of State Governments

Figure 1.13 - Information Sources

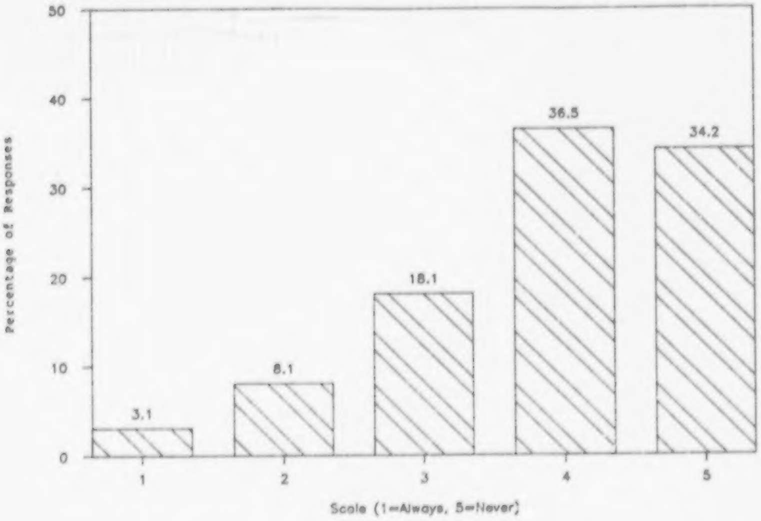
QUESTION: "How often do you seek out academics when you need advice concerning transportation?" (N-261)



Source: The Center for Transportation, The Council of State Governments

Figure 1.14 - Information Sources

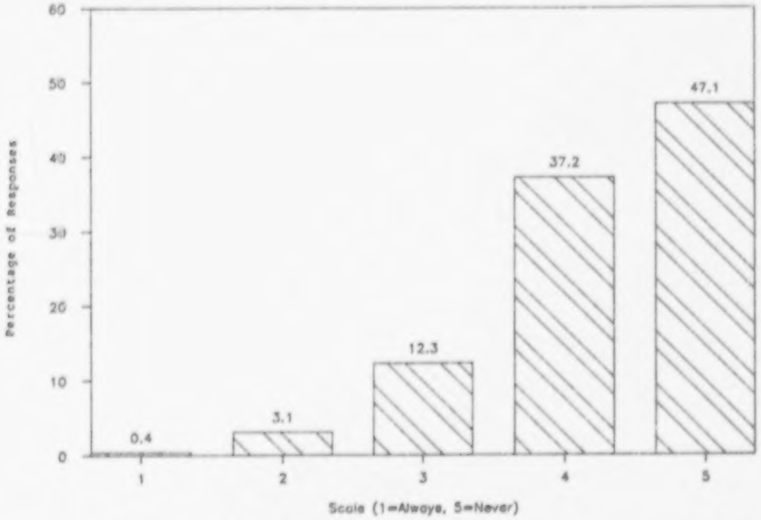
QUESTION: "How often do you seek out a company that ships a lot of freight when you need advice concerning transportation?" (N-260)



Source: The Center for Transportation, The Council of State Governments

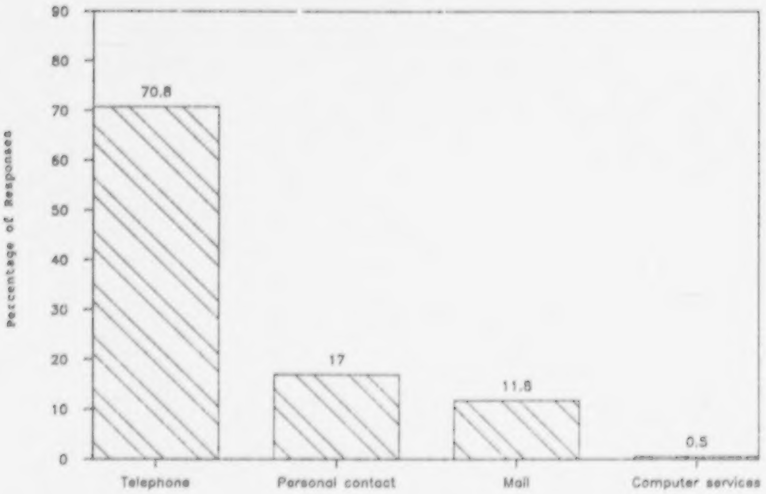
Figure 1.15 - Information Sources

QUESTION: "How often do you seek out private lobbyists not representing some aspect of the transportation industry when you need advice concerning transportation?" (N-261)



Source: The Center for Transportation, The Council of State Governments

Figure 1.16
How Policymakers Gather Information
(N-212)

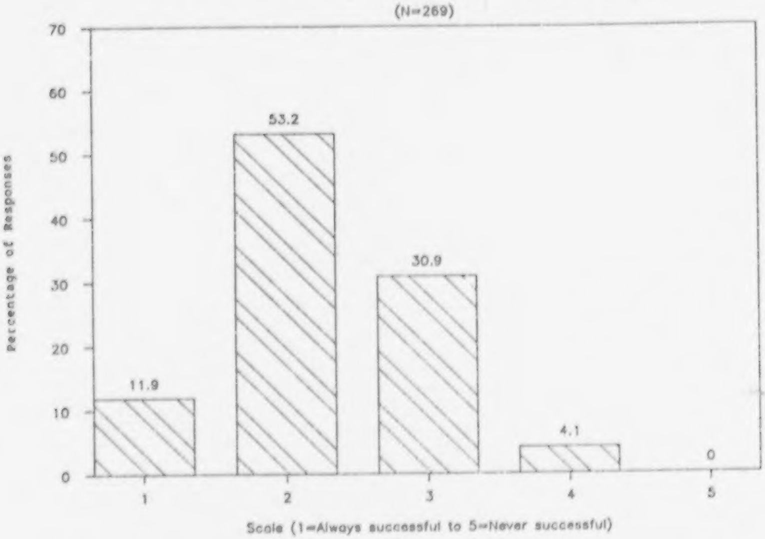


Source: The Center for Transportation, The Council of State Governments

Figure 1.17

Success in finding transportation policy expertise

(N=269)

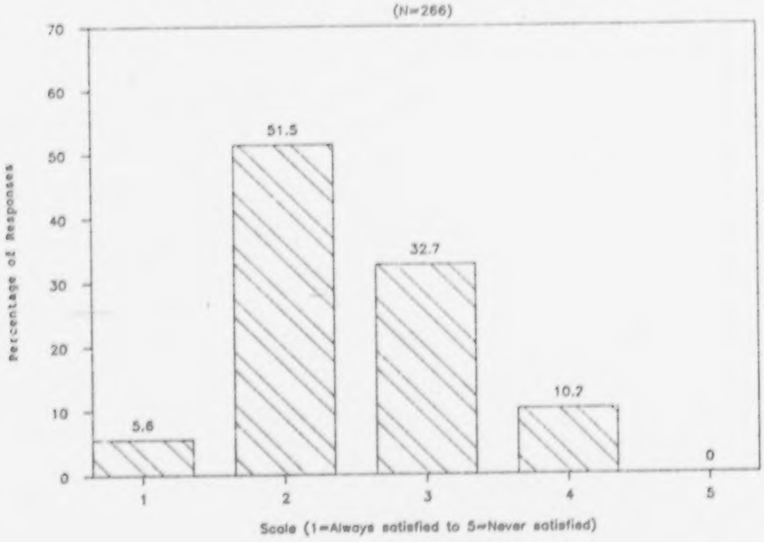


Source: The Center for Transportation, The Council of State Governments

Figure 1.18

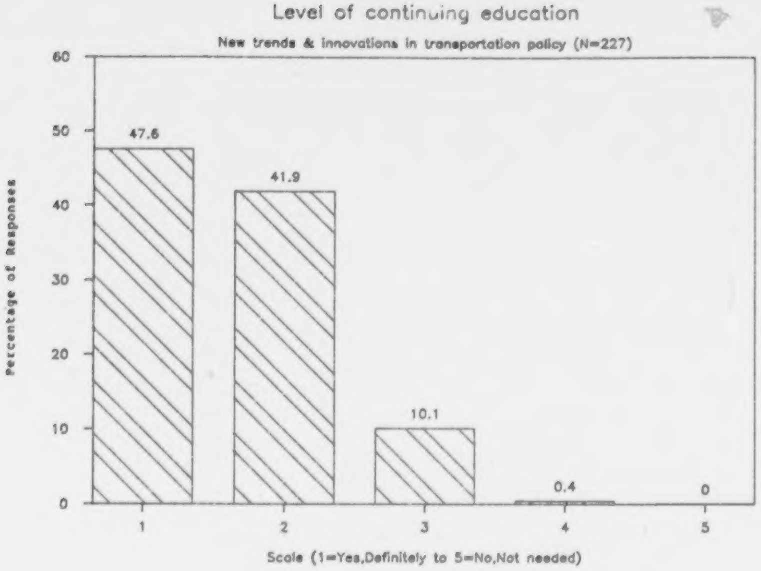
Satisfaction with transportation policy information

(N=266)



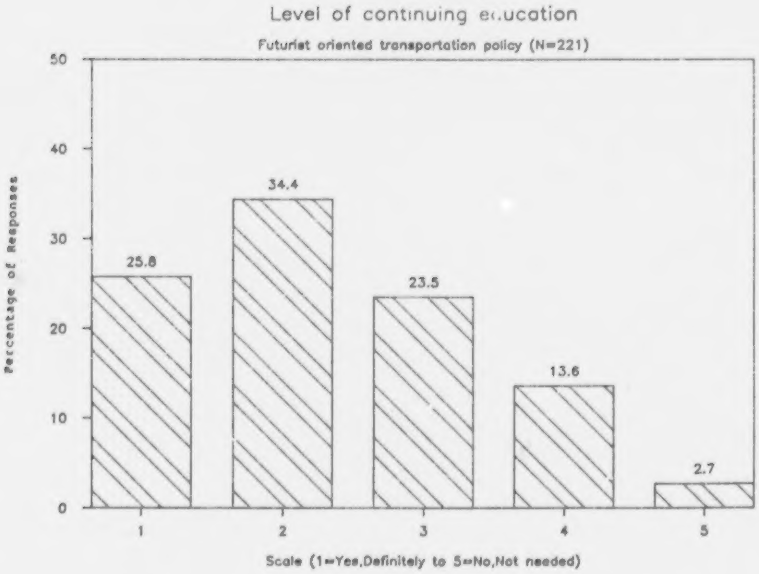
Source: The Center for Transportation, The Council of State Governments

Figure 1.19



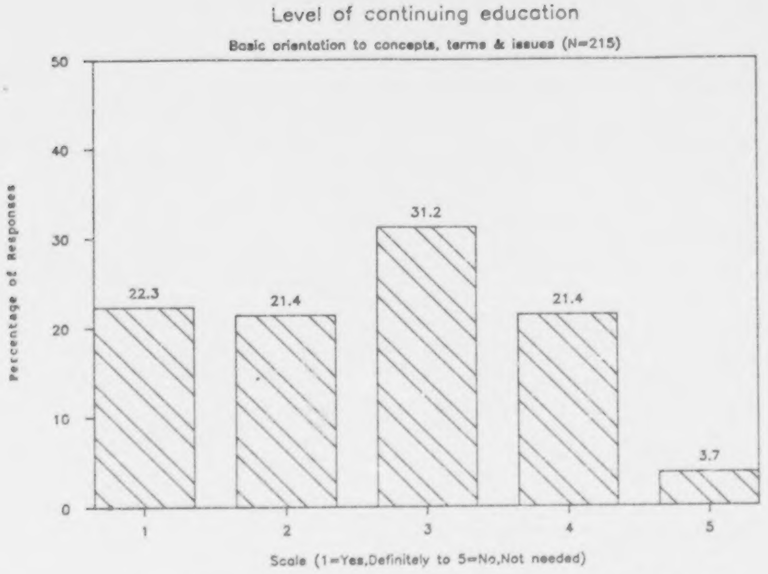
Source: The Center for Transportation, The Council of State Governments

Figure 1.20



Source: The Center for Transportation, The Council of State Governments

Figure 1.21

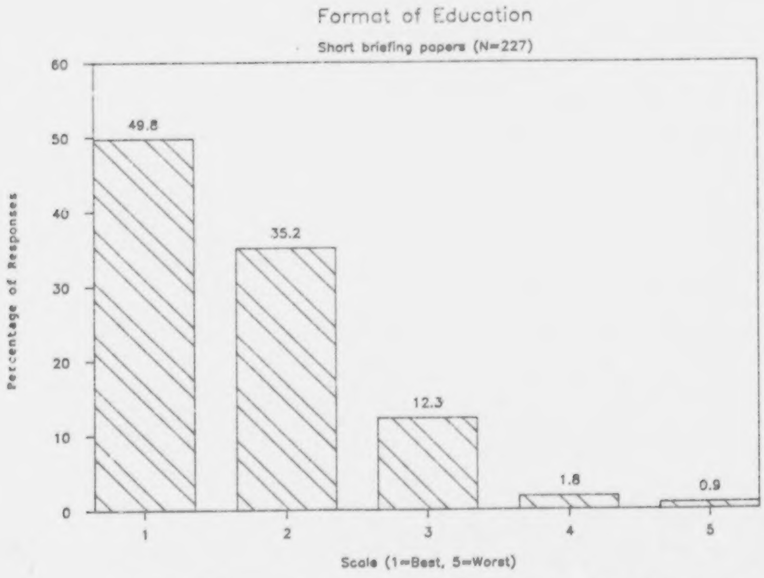


Level of continuing education

Basic orientation to concepts, terms & issues (N=215)

Source: The Center for Transportation, The Council of State Governments

Figure 1.22

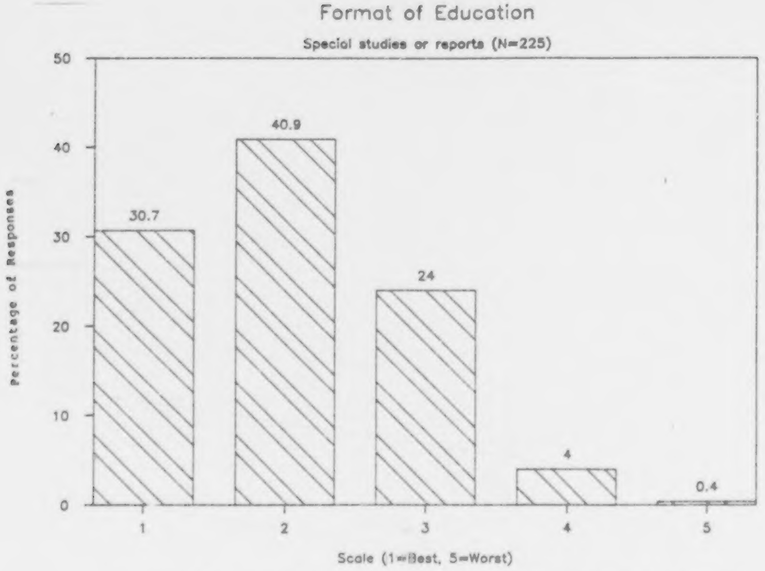


Format of Education

Short briefing papers (N=227)

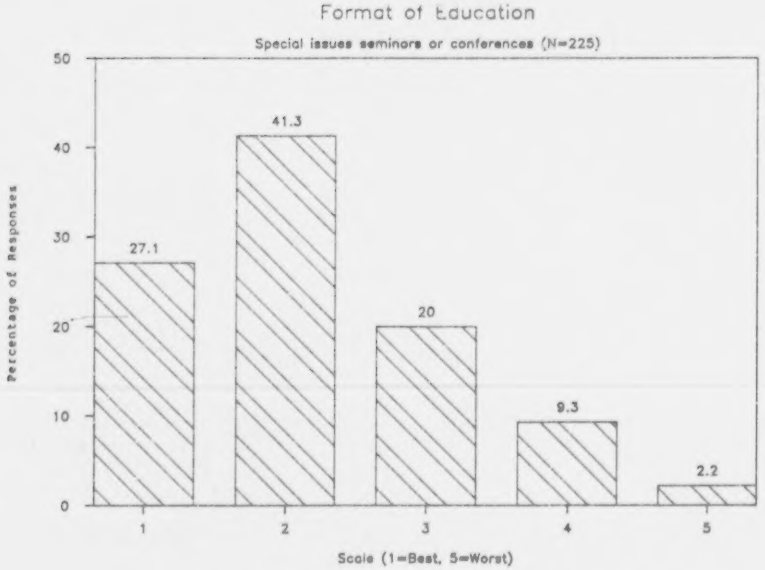
Source: The Center for Transportation, The Council of State Governments

Figure 1.23



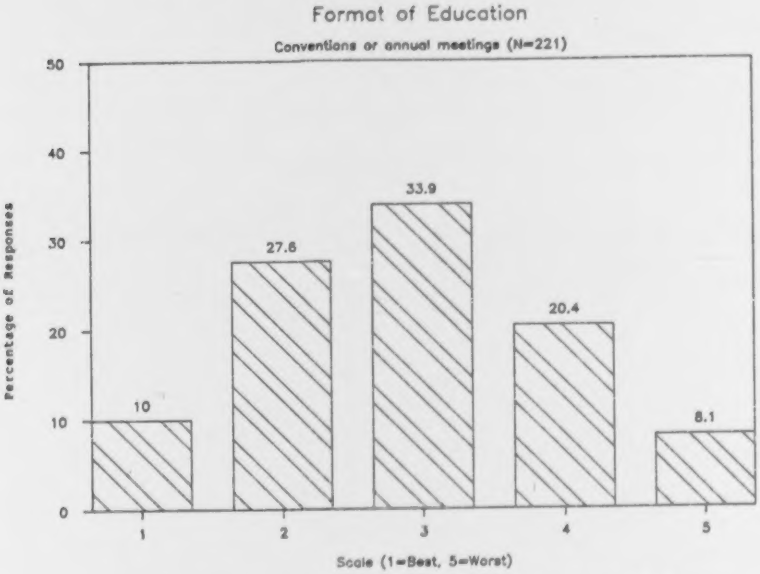
Source: The Center for Transportation, The Council of State Governments

Figure 1.24



Source: The Center for Transportation, The Council of State Governments

Figure 1.25



Source: The Center for Transportation, The Council of State Governments

2 TRANSPORTATION POLICY: WHERE IT FITS IN THE BIG STATE POLICY PICTURE

CHAPTER TWO

TRANSPORTATION POLICY: WHERE IT FITS IN THE BIG STATE POLICY PICTURE

The central role and significance of transportation in our society is well documented. It is however, only a single component of state government, and must compete for attention and resources with several other policy categories. Transportation affects us in several ways.

Historically, it has been important in communication and trade.

Economically, transportation usage accounts for at least one-fifth of our Gross National Product and offers job opportunities to about 15% of the national population.

Environmentally, transportation affects land use and can contribute to air, noise and water pollution.

Budget-wise, it ranks third as an expenditure component of all state spending - after education and public welfare.

The fact that inadequate transportation is perceived as a widespread problem is illustrated by some examples.

From California, the **Bay Area Monitor** (November/December 1986) reports: "for the fourth year in a row transportation (streets, highways, transit) ranks as the number one problem facing the region, as identified by 27 percent of the Bay Area residents responding to a recent 1986 Public Opinion Poll". The Bay Area residents' views on the most important problems facing the region are shown in **Table 2.1.**

CHAPTER TWO

Table 2.1

Bay Area Poll - Annual Survey 1986

What is the most important problem facing the Bay Area today? (N=625)	
Transportation	27%
Pollution	15%
Overpopulation	11%
Housing	8%
Drugs	6%
Crime	6%
Aids	5%
Unemployment	5%

Source: Bay Area Monitor (November/December 1986).

From Virginia comes the report of **The Commission on Transportation in the Twenty-First Century**, which quantifies the productivity loss from commuting in Prince William County: "Based on an average commute time of two hours or more, every 35 commuters in the country shares the loss of a year of life between them each year (8,760 hours)."

However, need perceptions vary and other expensive by necessary state government programs loom large on the horizon. A survey of the nation's governors conducted by **Newsweek**, (March 24, 1986) showed transportation running in the middle of a group of six major state government funding needs. (See **Table 2.2**).

Table 2.2

Newsweek Governors' Survey

"In which of the following areas do you have most difficulty coming up with a level of funding you feel necessary for your state?"

Education	23%
Transportation.	23%
Housing	9%
Criminal Justice. . . .	2%
Economic Development. .	9%
Health Care	40%
Welfare	44%

"In which of those areas do you feel your state has made the most progress?"

Education	67%
Transportation.	14%
Housing	7%
Criminal Justice. . . .	9%
Economic Development. .	44%
Health Care	12%
Welfare	5%

Source: Governors' Survey, **Newsweek**, March 24, 1986, Page 32

The states' response to increasing needs, deferred maintenance, and budgetary cutbacks at the federal level has been to compensate for highway revenue shortfalls via motor fuel taxes. An article in **USA Today** (February 12, 1987), reported that thirty-nine states will consider motor fuel tax increases in the Spring of 1987 to make up for highway money stalled in Congress. Some state proposals include: Georgia plans to raise gas taxes from 13 cents a gallon to 22.5 cents over five years; Missouri, which has the lowest gas tax in the nation at seven cents, plans increases; Mississippi has a bill to raise taxes by several cents a gallon; North Dakota has proposed a four-cent hike; Montana is considering a three-cent increase. Only Arizona, Arkansas, Connecticut, Kentucky, Louisiana, Massachusetts, New Hampshire, North Carolina, Rhode Island, Tennessee, Virginia and the District of Columbia are not proposing tax increases, according to the Highway Users Federation. This, of course, is only a single component of transportation funding. Other modes are also facing increasing needs.

In spite of this documented importance, the number of state-based interim studies of various transportation issues appears to be in a short-term relative decline. Various factors may be coming into play to cause this decline - not the least of which is the number of "hot potatoes" which have recently cropped up in the state policy arena. Regardless of the causes, the significance is, in the short term, a rather benign neglect of new state transportation policy development, relative to transportation's budgetary importance to state and local governments.

The Interim Topics Survey of 1986

In Summer, 1986 the Council of State Governments undertook its annual survey of state legislatures to determine which issues states would study during the 1986 legislative interim. Forty of the fifty states responded to the survey. The survey was significant because interim study subjects are often an indication of what the "hot" issues for the 1987 state legislatures are going to be. Generally, the leadership in most state legislatures will give high priority to the passage of proposals that have been formally reviewed during the legislative interim.

In the survey, transportation came in 11th (tied with issues involving business and commerce) among 33 competing social issue areas.

The 1986 legislative interim study topics are shown in **Table 2.3.** The issue areas ranged from Aging to Workers Compensation. The number of states involved in interim studies by topical area, in descending order were: (1) Education - 36 states, (2) Environment/National Resources - 34 states, (3) Revenue/Taxation - 31

states, (4) Insurance - 29 states, (5) Health/Medical Care - 28 states, (6) Judicial/General Legal Issues - 27 states, (7) Government Operations - 26 states, (8) Communication/Computers - 25 states, (9) Public Safety - 24 states, (10) Social Services/Human Resources - 24 states, (11) Business/Commerce - 21 states, (12) Transportation - 21 states, (13) Economic Development - 19 states, (14) Agriculture - 18 states, (15) Banking/Financial Institutions - 18 states. Other issue areas in which states reported interim legislative activity are given in **Table 2.3**.

Transportation tied for eleventh place with Business/Commerce in the 1986 survey. This was a drop from the 1985 survey, when transportation was in sixth place among issues areas with studies in 26 states, and may indicate that significant policy activity has occurred as a result of the 1985 interim studies.

The specific transportation topics that were the subject of 1986 state legislative interim study committees and which were to be taken up by the legislative sessions in early 1987 are given in **Table 2.4**.

Surveys as Issue Indicators

Surveys of legislative interim activity, while valuable, do not provide overall a complete predictive measure of what state transportation policy information needs will be, or which sub-categories within the transportation field these needs will fall into. While a study of interim studies does capture problems unique to each state very well, a study of this nature is difficult to systematize. That, in turn, makes state-to-state measurements difficult. It was because of this measurement problem that the Center for Transportation initiated its follow-up information needs survey.

Table 2.3

State Legislative Interim Study Topics - 1986

TOPICAL ISSUE AREA	AK	AZ	AR	CO	CT	ID	IL	IN	IA	KS	KY	LA	ME	MD	MA
Aging															
Agriculture	*		*					*	*		*	*	*		
Banking/Financial Institutions.							*	*				*	*	*	
Business/Commerce	*	*	*				*	*		*	*	*			*
Child/Youth-Related Issues. . .	*	*							*	*		*		*	*
Communications/Computers. . . .	*								*	*					*
Corrections			*							*		*			*
Criminal Justice.								*				*			*
Cultural/Historical									*	*					
Economic Development.								*	*		*			*	*
Education	*	*	*			*	*	*	*	*	*	*	*	*	*
Elections/Ethics.	*		*					*	*			*		*	
Energy/Public Utilities	*		*		*					*	*	*	*		
Environment/Natural Resources .	*	*	*		*	*		*	*	*	*	*	*	*	*
Government Operations	*		*	*	*				*	*	*	*		*	*
Health/Medical Care	*		*		*		*	*	*	*		*		*	*
Housing					*				*	*		*		*	
Insurance	*		*		*		*	*	*	*	*	*	*	*	*
Intergovernmental						*			*					*	
Judicial/General Legal Issues .	*		*		*			*		*	*	*	*	*	*
Labor															*
Legislative Branch.				*						*		*	*		*
Licensing/Regulation.	*		*	*	*					*		*		*	
Local Affairs						*		*	*		*	*	*	*	
Minorities' and Womens' Issues.								*				*			*
Public Employees.	*		*		*			*	*	*	*	*		*	*
Public Safety			*		*									*	
Public Works.														*	*
Revenue/Taxation.	*		*	*	*	*		*	*	*	*	*		*	*
Social Services/Human Resources		*	*		*		*	*	*		*	*		*	*
TRANSPORTATION.	*			*		*		*		*		*	*	*	
Veterans Affairs.							*				*				
Workers Compensation.											*				

NOTE: * indicates activity in subject area
SOURCE: The Council of State Governments

Table 2.3 (Continued)

State Legislative Interim Study Topics - 1986

TOPICAL ISSUE AREA	MN	MO	MT	NE	NC	ND	NH	NM	NV	OH	OK	OR	PA	RI	SC
Aging	*				*		*	*							*
Agriculture	*		*	*	*	*					*				*
Banking/Financial Institutions.					*	*	*	*	*		*			*	
Business/Commerce					*		*		*		*		*	*	*
Child/Youth-Related Issues. . .	*	*		*	*	*	*	*	*		*				*
Communications/Computers. . . .	*					*	*	*				*			
Corrections					*				*		*		*	*	
Criminal Justice.					*	*		*			*				*
Cultural/Historical					*		*							*	
Economic Development.	*	*		*	*	*	*				*	*		*	
Education	*	*	*	*	*	*	*	*	*		*	*	*	*	*
Elections/Ethics.					*		*		*					*	*
Energy/Public Utilities		*					*		*					*	
Environment/Natural Resources .	*	*		*	*	*	*	*	*			*		*	*
Government Operations	*		*		*	*	*				*	*		*	
Health/Medical Care	*	*			*		*		*		*	*	*	*	
Housing							*							*	
Insurance	*			*	*	*	*				*	*		*	*
Intergovernmental															
Judicial/General Legal Issues .	*		*	*	*	*	*				*	*		*	
Labor					*		*						*	*	
Legislative Branch.				*	*	*	*		*		*	*			
Licensing/Regulation.	*	*		*		*	*							*	
Local Affairs	*			*	*		*		*					*	
Minorities' and Womens' Issues.			*		*	*									
Public Employees.	*		*	*	*	*	*				*	*			
Public Safety					*		*						*		
Public Works.			*	*	*										
Revenue/Taxation.	*	*	*	*	*	*	*		*		*	*		*	*
Social Services/Human Resources	*	*		*	*	*	*		*	*				*	
TRANSPORTATION.					*		*		*		*	*			*
Veterans Affairs.					*									*	
Workers Compensation.	*			*			*	*							

NOTE: * indicates activity in subject area
SOURCE: The Council of State Governments

Table 2.3 (Continued)

State Legislative Interim Study Topics - 1986

TOPICAL ISSUE AREA	SD	TN	TX	UT	VA	VT	WA	WI	WV	WY	NO. OF STATES REPORTING ACTIVITY
Aging			*		*		*				8
Agriculture		*		*	*		*				18
Banking/Financial Institutions		*		*	*		*	*		*	18
Business/Commerce	*			*			*	*	*		21
Child/Youth-Related Issues		*	*	*	*		*	*	*	*	25
Communications/Computers				*		*	*				12
Corrections			*	*		*	*	*	*		15
Criminal Justice				*			*			*	11
Cultural/Historical				*	*						7
Economic Development		*			*		*	*	*		19
Education	*	*	*	*	*	*	*		*	*	36
Elections/Ethics				*	*		*				14
Energy/Public Utilities			*	*	*		*	*			16
Environment/Natural Resources	*	*	*	*	*	*	*	*	*	*	34
Government Operations	*	*	*	*	*	*	*		*		26
Health/Medical Care	*	*	*	*	*		*	*	*	*	28
Housing				*	*		*				10
Insurance	*	*		*	*	*	*	*	*		29
Intergovernmental					*				*		5
Judicial/General Legal Issues	*	*		*	*	*	*	*		*	27
Labor		*		*			*	*			9
Legislative Branch	*	*		*				*	*		17
Licensing/Regulation		*		*	*		*				17
Local Affairs		*		*	*		*				17
Minorities' and Womens' Issues							*	*			8
Public Employees	*	*		*			*		*	*	24
Public Safety				*	*		*				9
Public Works							*				6
Revenue/Taxation	*		*	*	*	*	*	*			31
Social Services/Human Resources		*	*	*			*			*	24
TRANSPORTATION	*	*		*	*		*		*	*	21
Veterans Affairs									*		5
Workers Compensation				*						*	7

NOTE: * indicates activity in subject area
SOURCE: The Council of State Governments

Table 2.4
Interim Study Transportation Issues in The State Subject to Action by 1987 Legislatures

Alaska -- Review of the Staggers Act and its implications for the Alaska Railroad.

Colorado -- (1) Management study of the highway department. (2) Cost allocation study of vehicle impact on state highways.

Idaho -- Recodification of the laws pertaining to motor vehicles.

Indiana -- (1) The feasibility of creating mini toll roads. (2) Improvements in the licensure system for motor vehicles dealers, including various consumer protection provisions, such as dealer bonding and prohibitions against odometer alteration. (3) Repeal of revision of railroad laws that are obsolete or superseded. (4) Updating of internal citations concerning the 1985 and 1986 reallocation of transportation duties among the PSC, DOT, and BMV. (5) Problems associated with the disposition of property rights in abandoned railroad rights-of-way.

Kansas -- (1) Selection of highway improvement projects. (2) Vehicle dealer bonding requirements. (3) Permanent registration of county- and city-owned vehicles. (4) Reflectorized sheeting for license plates and road signs and two-license tag requirement. (5) Mid-states Port Authority powers.

Louisiana -- (1) Transportation operations in certain parishes for the purposes of developing and operation of a regional transportation system. (2) Impact on the 1985-86 budget reductions and proposed 1986-87 reductions on the ability to maintain the grass areas and to control litter along state and federal highways.

Maine -- Government subsidy of transportation modes in state.

Maryland -- (1) Motor Vehicle Administration. (2) Chesapeake Bay Bridge. (3) Ports.

Nevada -- (1) Fees and taxes which produce revenue for construction and maintenance of highways. (2) Methods used by Department of Transportation to acquire land for highways. (3) Functions and placement of investigation division of Department of Motor Vehicles.

New Hampshire -- (1) Prohibiting open containers of alcoholic beverages in motor vehicles. (2) Relative to maximum boat speeds on public waters. (3) Establishing state speed limits consistent with the national maximum speed limit. (4) Requiring emissions control inspections of motor vehicles. (5) Relative to under-registration of gross weight. (6) Establishing a community drunk driving program, funded through $50 reinstatement fees to be paid by certain persons who have had their drivers' licenses revoked.

North Carolina -- (1) Amtrak expenditures. (2) Department of Transportation. (3) Department of Transportation Investigative Unit activities. (4) Funding requirements to match federal transportation grants. (5) Highway vending machines blind pilot program. (6) Railroad negotiations. (7) School bus seat belt pilot program. (8) Seat belt effectiveness. (9) Department of Transportation cost reduction. (10) Transportation problems at public facilities. (11) Highway construction project developer agreements. (12) Roads Act provisions.

Oklahoma -- (1) Motor Transportation Economic Development Program. (2) Trucking regulations.

Oregon -- Transportation.

South Carolina -- Public transportation.

South Dakota -- Licensing of motor vehicles, including the Highway Patrol and the entire fine system, truck permits, port of entry, etc.

Tennessee -- Interstate highway signs.

Utah -- (1) Whether traffic and parking tickets should be made civil offenses, and a civil penalty of the loss of driving privileges for three months imposed for a failure to pay fines. (2) Motor vehicle recodification. (3) Whether a gas station should be forbidden to sell gas below the price posted at the station. (4) Whether the following information should be required on all traffic violations: vehicle's license number; vehicle identification number; make and model of vehicle; registration number; driver's name, age, sex, social security number; and violation or violations. (5) Whether an outstanding vehicle registration application or renewal should be denied for outstanding warrants on moving traffic violations, and not approved until the warrant has been vacated or otherwise adjudicated. (6) Best way to require mandatory training before being allowed to get a motorcycle license. (7) Whether only those under age 18 should be required to undergo driver training before receiving a driver's license, and changes that should be made in the program, or whether the driver education program in the public schools should be repealed and the State Board of Education allowed to develop a televised driver education program. (8) Feasibility of establishing a one-time registration fee in place of the annual property tax, and consider a helmet requirement. (9) Requirement, need for, and administration of motor vehicle emission testing in Salt Lake, Davis, and Utah counties. (10) Whether the Highway Patrol should have exclusive responsibility and authority on the freeways or whether other peace officers should also have jurisdiction on the freeways. (11) Port of Entry Responsibility and Function. (12) Feasibility of using the UP Railroad for high speed commuter transportation in the Provo to Ogden corridor. (13) Need for improved enforcement of truck safety in order to ensure the safety of the traveling public. (14) Whether fines and other assessments for driving overweight vehicles should be commensurate with the cost of damage done to the highway and bridge structures, if fines should be adjusted to defer or penalize drivers of overweight vehicles, and where the revenues from overweight fines should be used. (15) Need for another expressway on the west side of the Salt Lake Valley. (16) Issues involved in school bus safety, including school bus safety education. (17) What penalty should be imposed on persons riding in open vehicles. (18) Whether the penalty for exceeding 55 mph should be reduced if driving at a speed that is reasonable and prudent under existing conditions. (19) Whether knowledge of aviation, railroads, roads, and other specific areas of expertise should be requirements for members of the Transportation Commission. (20) Long-range budget and planning for road maintenance, construction, etc., and transportation issues in general.

Virginia -- (1) Commission on transportation in the 21st Century. (2) Norfolk-Virginia Beach Expressway.

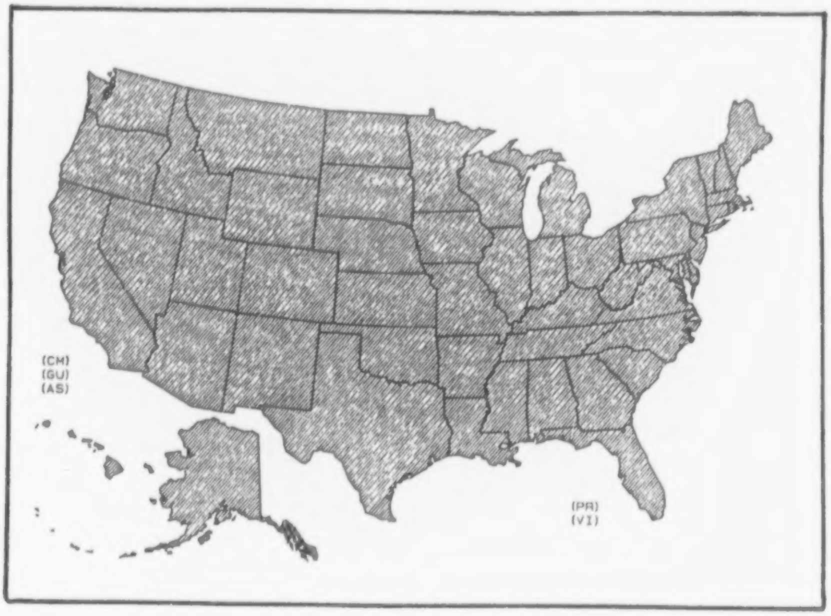
Washington -- (1) Pilotage. (2) Truck enforcement. (3) Rail transportation. (4) Motor Vehicle Fund Bond program. (5) State ferry system management and operation. (6) Grade crossing protection program. (7) Department of Transportation maintenance program.

West Virginia -- Toll Road Study Commission.

Wyoming -- Questions of damage to county roads and county road abandonment procedures.

Source: The Council of State Governments

3 NATIONAL TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS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CHAPTER THREE

NATIONAL TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS

This chapter contains information on the rankings of state transportation issue interest areas and a comparison of the national rankings with the rankings of the Western, Southern, Eastern and Midwestern regions. The chapter also includes a set of histograms which shows the magnitude of policy information needs for each transportation issue area.

The top twenty national transportation issue areas according to the survey fell in six major clusters as shown in Table 3.2.

The comparative nationalized regional rankings of transportation policy issues are presented in Table 3.3. Transportation finance was the top-ranked issue nationally as well as in all the regions of the nation except the Southern region where it held second rank. The second-ranked national issue was liability of public bodies involving transportation, which was the top-ranked issue in the Southern region, fifth in the Midwestern region, and sixth in the Western and Eastern regions. Highway spending was the third-ranked issue nationally and in the Midwestern region. It held second place in the Western region, but fifth in the Southern region and 11th in the Eastern region. Hazardous materials transportation public safety ranked fourth in the national and Western regions. It held second place in the Midwestern region, third in the Southern region and fell to 16th in the Eastern region.

As can be seen from Table 3.3, while there is some similarity in the rankings of transportation issues across the nation, regional differences do exist. The issues that are of relatively higher importance within each of the four regions of the nation are discussed in subsequent chapters.

Finally, beginning on page 59, this chapter contains a series of histograms which show the magnitude or degree of transportation policy information needs.

For example: Transportation Finance

Scale 1. (Always) = 36.8%
2. = 30.3%
3. = 20.4%
4. = 6.5%
5. (Never) = 6.0%

The histogram information is given for each transportation area. Thus a reader interested in a particular issue can obtain information on (1) the national ranking of an issue, (2) its comparison with the major regions of the country, and (3) the magnitude or degree of policy information needs for a particular issue and comparisons with other issues.

The rest of the chapter contains the tables and histograms discussed in the foregoing text. Information on each of the regions is given in the next four chapters.

Study Interpretations

The following is an example of a brief analysis of a single high- interest area within the survey. A complete issue-by-issue analysis of a survey of this dimension was deemed unfeasible, given the length of the survey. Thus, this book is intended to be only a reference point for beginning such analysis. In that light, it must be said that even interest areas which show up as low on the survey may have tremendous significance.

An example is the issue of port security. It ranks 103 out of

106 issues measured on the survey. Is it important? The U.S. Coast Guard recently received 125 million dollars from Congress to enhance U.S. port security. From an economic perspective it is certainly significant. (It was once estimated that 10% of all cargo to pass through the port of New York was stolen.) And, a good argument can be made that state and local governments could or should be active in the area.

If that is the case, whose responsibility is it to enhance issue awareness in the area, if it is to be done at all? The answer to that question is left to the readers.

Hazardous Materials Transportation Interest Analysis

The information needs of the states' transportation leaders on the problems of hazardous materials from a national and regional perspective have been identified as significant on the basis of the nationwide survey.

Hazardous materials issues in general rated quite highly among the 106 transportation issue areas measured.

Table 3.3 shows the relative ranking of hazardous materials issues. Nationally, public safety, general issues, routing problems and policies, and liability insurance ranked fourth, sixth, seventh, and 13th, respectively.

Hazardous materials transportation public safety issues ranked second in the Midwestern region, third in the Southern region, fourth in the Western region and 16th in the Eastern region. The relatively high ranking given by the Midwest may be validated by the example of Illinois, which has long been recognized as a leader in policies dealing with hazardous materials transportation.

Hazardous materials transportation in general was ranked fourth in the Midwestern region, and fifth in the Western region. It ranked in

11th place in the Southern region and 20th in the Eastern region.

On hazardous materials routing problems and policies, the regions and their rankings were: Southern region--4, Western region--7, Midwestern region--10, Eastern region--27.

The regions and ranking on the availability of liability insurance for hazardous materials movements were: Southern region--10, Midwestern region--13 (same as the national ranking), Western region--19, and Eastern region--26.

The magnitude or the degree of information needs of these four hazardous material issue areas is given in the histograms which appear in the second section of the chapter.

A comparison of the distribution of regional responses to national responses on policy information needs regarding the hazardous materials transportation public safety issue is given in **Table 3.1**.

Table 3.1

Policy Information Needs: Hazardous Materials Public Safety

ISSUE SCALE:	1	2	3	4	5
Policy information needs:	(Always)				(Never)
Hazardous materials public safety					
National -	30.0%	29.6%	19.8%	8.7%	11.9%
Western Region -	36.8%	29.8%	17.5%	5.3%	10.5%
Southern Region -	31.3%	28.7%	16.2%	10.0%	13.7%
Eastern Region -	28.9%	22.2%	22.2%	11.1%	15.6%
Midwestern Region -	23.9%	35.2%	23.9%	8.5%	8.5%

Source: The Center for Transportation, The Council of State Governments

The magnitude or degree of information needs by policymakers on a given issue area may indicate regional differences. For instance, in the preceding example the survey responses indicating high needs (1 on a five-point scale) ranged from 23.9% in the Midwestern region to 36.8% in the Western region. The location of hazardous materials usage sites, as well as accidents involving hazardous materials transport, and frequency of hazardous materials movements may be contributing factors in the perception of public officials' views on the subject.

Some specific concerns relative to hazardous materials transportation and public safety in the states are given in **Chapters 9-12.**

The information presented can be analyzed from a national, regional, state, or local perspective.

Summary

National policymakers should be aware that hazardous materials transportation is again becoming a high-interest area from a state perspective, with a particularly high interest in the Midwest. While the cause of this high interest is not determined by the survey, further investigation is certainly warranted.

State and regional policymakers likewise should view the hazardous materials transportation survey results as a signal that policy initiatives are likely in this area.

CHAPTER THREE

Table 3.2

Categorical Breakout of Top Twenty Survey Issue Items

- Financing, which includes:
  - Transportation finance
  - Highway spending
  - Highway user taxes
  - Public or mass transit financing

- Hazardous Materials, which includes:
  - Hazardous materials transportation (generally)
  - Public safety concerns about hazardous materials transportation
  - Routing problems and policies concerning hazardous materials transportation
  - Availability of liability insurance for hazardous materials transportation

- Safety, which includes:
  - Highway safety
  - Drunk driving
  - 55 MPH speed limit
  - Mandatory seat belts

- Miscellaneous Broad Issues:
  - Planning and integration
  - Urban and rural transportation
  - Transportation administration

- Insurance, which includes:
  - Liability of public bodies concerning transportation
  - Availability of liability insurance for hazardous materials movement

- Motor carriers, which includes:
  - Truck weight and truck weight enforcement
  - Truck regulation in general

Source: The Center for Transportation, The Council of State Governments

Table 3.3
Comparative Rankings of Transportation Policy Issues

Transportation Policy Issues	National Rankings	Western Region Rankings	Southern Region Rankings	Eastern Region Rankings	Midwestern Region Rankings
Transportation finance (general)	1	1	2	1	1
Liability of public bodies involving transportation	2	6	1	6	5
Highway spending	3	2	5	11	3
Hazardous materials transport public safety	4	4	3	16	2
Highway user taxes	5	3	9	10	9
Hazardous materials transport (general)	6	5	11	20	4
Hazardous materials routing problems and policies	7	7	4	27	10
Truck weights or truck weight enforcement	8*	13	12	18*	6
Transportation planning and integration	8*	11	7	12	17*
Urban transportation (general)	10	8	6	13	21
Rural transportation (general)	11	9	21	15	14
Highway safety (general)	12	12	17	28	11
Availability of liability insurance for hazardous materials movements	13	19	10	26	13
Drunk driving	14	17	13*	36	7
Truck regulation in general	15	14	16	35	15
Transportation administration (general)	16	10	8	25	25
Speed limits -- "55"	17	15	23	41*	8
Motor carriers (general)	18	16	24	34	12
Mandatory seat belts	19	18	15	43	16
Public or mass transit finance	20	24	19	2	32
Liability insurance for common carriers	21	22	22	29	23
Liability insurance (general)	22	21	29	24	24
Public or mass transit capital and capital improvement finance	23	27	18	3	40
Public or mass transit operating subsidies	24	26	20	4	36
Highway traffic laws (general)	25	20	25	51	17*

Notes: * Two-way Tie, ** Three-way Tie
Source: The Center for Transportation, The Council of State Governments

Table 3.3 (Continued)
Comparative Rankings of Transportation Policy Issues

Transportation Policy Issues	National Rankings	Western Region Rankings	Southern Region Rankings	Eastern Region Rankings	Midwestern Region Rankings
Rail abandonments	26	37*	30	38	19
Mandatory child restraints	27	28	27	60	22
Urban congestion	28	29	13*	31	46
Highways (general)	29	23	33	37	28
Rail crossing safety	30	39	34	41*	20
Highway bonding	31	33	26	17	50
Highway maintenance	32	30	32	30	34
Expansion or elimination of rail service	33	55	38	14	26
Public or mass transit (general)	34	25	44	7	31
Driver's licensing	35	32	36	54**	27
Vehicle inspections	36	36	28	46	45
Highway administration	37	31	31	49	41*
Truck movements permits	38	45	37	45	29
Rural public transit (general)	39	37*	49	33	31
Public or mass transit passenger fares	40	46	52	5	52
Public or mass transit administration	41	48	41	9	58
Motor vehicle titling and registration	42	41	35	61*	33
Public or mass transit maintenance and operations	43	50	42	8	55
Railroads (general)	44	60	55	23	30
Highway construction and design	45	47	40	44	48
Motorcycle and moped safety	46	40	39	68	43
Economic regulation of/or price competition for trucking	47	42	47	52	39
Highway privatization initiatives	48	35	46	40	53*
Rail freight service	49	53	62	32	38
Public or mass transit system start-ups	50	44	48	18*	73
Air (general)	51	34	72	59	44
Truck freight service to rural areas	52	43	64	73	37

Notes: * Two-way Tie, ** Three-way Tie
Source: The Center for Transportation, The Council of State Governments

Table 3.3 (Continued)
Comparative Rankings of Transportation Policy Issues

Transportation Policy Issues	National Rankings	Western Region Rankings	Southern Region Rankings	Eastern Region Rankings	Midwestern Region Rankings
Public ownership of rail branch lines	53	64	57	50	41*
Highway bidding and purchasing	54	49	43	63	61*
Rail service planning	55	63	58	47*	49
Airport finance	56	54	53	39	69
Rail passenger service	57	68	70	21*	66
Air passenger service	58	52	69	57	61*
Rail track and equipment safety	59	74	59	47*	60
Airport noise and congestion	60	59	54	69	59
Rail service expansion for economic development	61	65**	66	53	64
Economic regulation of/price competition for railroads	62	69	71	61*	56*
Railroad mergers	63	71	75	65*	53*
Increased availability of air flights and destinations	64	56*	63	67	68
Airport safety and security	65	65**	51	70**	77
Rail passenger service finance	66	78	87	21*	75
Grain, cotton, root crops and oilseed movements	67	61	56	103*	35
Toll road financing	68	87	45	54**	83
Lumber and wood products movements	69	51	50	85	71
Railroad company "spin-off" new railroads	70	80	80	65*	56*
Airport placement	71	62	61	74	74
Agriculture and timber movements	72	56*	74	88	47
Lack of "hub" air service	73	72	79	77	67
Rail freight service finance	74	86	85	54**	72
Rail"tourist" railroads	75	81	81	64	78*
Coal movements	76	65**	60	92	65
Airport administration	77	84	65	70**	85
High cost of air fares	78	73	84	75	80
Livestock movements	79	70	76	97	63

Notes: * Two-way Tie, ** Three-way Tie
Source: The Center for Transportation, The Council of State Governments

Table 3.3 (Continued)
Comparative Rankings of Transportation Policy Issues

Transportation Policy Issues	National Rankings	Western Region Rankings	Southern Region Rankings	Eastern Region Rankings	Midwestern Region Rankings
Urban industrial distribution	80	85	67	79	76
Air freight service	81	83	86	76	81
Oil and gas movements	82	58	82	94*	70
Water port finance	83	92*	68	58	91
Air carrier subsidy	84	82	92	70**	89
Industrial movements	85	75	78	87	86
Fresh produce movements	86	77	73	96	88
River (general)	87	90	83	81	78*
Energy and mineral movements	88	79	88	93	84
Mineral ore and products movements	89	76	89	100*	82
Inland water ports	90	92*	77	80	90
Ferry service (river)	91	91	91	78	98
Pipeline pollution/leaking	92	89	94	91	87
Barge services, safety and operations	93	97	90	86	94
Pipeline safety	94	94	95	100*	92
Pipelines (general)	95	88	97	102	97
Lock and dam improvement and replacement	96	99	93	90	96
Water port marketing and market shares	97	100	98	84	95
Increased port depth	98	104	96	82	101
Coastal or Great Lakes (general)	99	102	103	89	93
Pipeline abandonment	100	95	100	103*	100
Port administration	101	103	99	83	102
Ocean freight (general)	102	101	101	94*	103
Port security	103	105	102	99	104
Ocean passenger and ferrys	104	96	105	105	105
St. Lawrence Seaway	105	106	106	98	99
Cruise ships	106	98	104	106	106

Notes: * Two-way Tie, ** Three-way Tie
Source: The Center for Transportation, The Council of State Governments

CHAPTER THREE

National Transportation Policy Information Needs

Question 11: In which of the following areas do you need or anticipate needing policy information?

Policy Information Needs:
Transportation
(all modes) (N=223)

Always 1. ************* 26.0%
2. **************** 32.3%
3. *************** 30.5%
4. **** 9.4%
Never 5. * 1.8%

Policy Information Needs:
Transportation
Administration (N=240)

Always 1. ******* 15.0%
2. *************** 30.4%
3. *************** 29.6%
4. ********** 19.6%
Never 5. ** 5.4%

Policy Information Needs:
Urban Transportation (N=238)

Always 1. ********** 19.7%
2. *************** 31.1%
3. ************* 25.6%
4. ******** 16.0%
Never 5. **** 7.6%

Policy Information Needs:
Transportation Planning and
Integration (N=244)

Always 1. ******* 14.3%
2. **************** 33.2%
3. ****************** 36.1%
4. ****** 12.7%
Never 5. ** 3.7%

Policy Information Needs:
Rural Transportation (N=237)

Always 1. ********* 17.7%
2. ***************** 35.4%
3. *********** 22.8%
4. ******* 14.3%
Never 5. ***** 9.7%

Policy Information Needs:
Urban Congestion (N=229)

Always 1. ********* 18.3%
2. *********** 21.8%
3. ********** 21.0%
4. *********** 23.1%
Never 5. ******** 15.7%

NOTE: Policy issue areas are organized by function.
The general category titles are underlined.

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Transportation Finance
(general) (N=201)

Always 1. ****************** 36.8%
2. *************** 30.3%
3. ********** 20.4%
4. *** 6.5%
Never 5. *** 6.0%

Policy Information Needs:
Highway User Taxes (N=243)

Always 1. **************** 32.1%
2. *********** 22.6%
3. *********** 23.0%
4. ***** 9.9%
Never 5. ****** 12.3%

Policy Information Needs:
Toll Road Financing (N=237)

Always 1. ***** 10.5%
2. ******* 13.9%
3. ********** 20.3%
4. *********** 22.8%
Never 5. **************** 32.5%

Policy Information Needs:
Rail Freight Service
Finance (N=238)

Always 1. *** 6.3%
2. ******** 15.5%
3. ********* 17.6%
4. ************** 29.0%
Never 5. **************** 31.5%

Policy Information Needs:
Air Carrier Subsidy (N=239)

Always 1. *** 6.7%
2. ***** 9.6%
3. ********* 19.2%
4. ************** 27.6%
Never 5. ****************** 36.8%

Policy Information Needs:
Highway Spending (N=244)

Always 1. **************** 32.8%
2. *************** 29.9%
3. ****** 13.1%
4. ***** 10.7%
Never 5. ******* 13.5%

Policy Information Needs:
Highway Bonding (N=241)

Always 1. ********** 20.7%
2. ********* 18.7%
3. *********** 22.4%
4. ******** 16.2%
Never 5. *********** 22.0%

Policy Information Needs:
Rail Passenger Service
Finance (N=239)

Always 1. **** 7.5%
2. ********** 20.1%
3. ******* 15.1%
4. ************** 27.6%
Never 5. *************** 29.7%

Policy Information Needs:
Airport Finance (N=243)

Always 1. ***** 10.7%
2. ********** 19.8%
3. ********** 20.6%
4. ********** 19.8%
Never 5. ************** 29.2%

Policy Information Needs:
Water Port Finance (N=231)

Always 1. **** 8.7%
2. ****** 12.6%
3. ******** 16.9%
4. ********** 21.2%
Never 5. ******************** 40.7%

CHAPTER THREE

National Transportation Policy Information Needs

```
Policy Information Needs:
Public or Mass Transit
Finance                       (N=243)

Always  1. ************* 26.3%
        2. ********** 20.6%
        3. ********* 18.1%
        4. ********* 18.5%
Never   5. ******** 16.5%
```

```
Policy Information Needs:
Public or Mass Transit Capital
and Capital Improvement
Finance                       (N=242)

Always  1. ********* 18.9%
        2. ************ 25.1%
        3. ********* 18.5%
        4. ******* 15.4%
Never   5. *********** 22.0%
```

```
Policy Information Needs:
Public or Mass Transit
Operating Subsidies           (N=239)

Always  1. ************ 23.8%
        2. ********** 21.3%
        3. ********* 18.4%
        4. ********** 19.7%
Never   5. ******** 16.7%
```

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Highways (general) (N=227)

Always 1. ********* 18.9%
2. ************ 25.1%
3. ********* 18.5%
4. ******* 15.4%
Never 5. *********** 22.0%

Policy Information Needs:
Highway Construction and Design (N=232)

Always 1. ****** 12.5%
2. ********** 20.7%
3. ************ 25.4%
4. ********* 18.5%
Never 5. *********** 22.8%

Policy Information Needs:
Highway Administration (N=230)

Always 1. ******* 13.5%
2. ************ 25.2%
3. *********** 23.0%
4. ******** 15.7%
Never 5. *********** 22.6%

Policy Information Needs:
Highway Bidding and Purchasing (N=237)

Always 1. ***** 10.1%
2. ********** 19.8%
3. *********** 22.4%
4. *********** 22.8%
Never 5. ************ 24.9%

Policy Information Needs:
Highway Maintenance (N=237)

Always 1. ********* 18.1%
2. *********** 22.8%
3. *********** 21.5%
4. ******** 15.6%
Never 5. *********** 21.9%

Policy Information Needs:
Highway Privatization Initiatives (N=225)

Always 1. ****** 12.0%
2. ************ 24.9%
3. ********* 19.1%
4. ******** 17.3%
Never 5. ************* 26.7%

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Highway Safety (general) (N=214)

Always 1. ************ 24.3%
2. ************* 25.7%
3. ************ 24.3%
4. ****** 12.1%
Never 5. ******* 13.6%

Policy Information Needs:
Speed Limits - "55" (N=243)

Always 1. ************ 25.5%
2. *********** 22.6%
3. *********** 23.0%
4. ****** 12.3%
Never 5. ******** 16.5%

Policy Information Needs:
Mandatory Seat Belts (N=240)

Always 1. ************* 26.7%
2. ********** 20.0
3. ********** 20.8%
4. ******** 15.8%
Never 5. ******** 16.7%

Policy Information Needs:
Vehicle Inspections (N=243)

Always 1. ******** 15.6%
2. ********* 18.9%
3. ************* 26.3%
4. ********** 20.6%
Never 5. ********* 18.5%

Policy Information Needs:
Rail Crossing Safety (N=233)

Always 1. ********* 18.0%
2. ******** 16.7%
3. *************** 30.9%
4. ********* 19.3%
Never 5. ******* 15.0%

Policy Information Needs:
Traffic Laws (general) (N=240)

Always 1. ********* 18.8%
2. ************ 25.4%
3. ************ 25.0%
4. ******* 14.6%
Never 5. ******** 16.2%

Policy Information Needs:
Drunk Driving (N=242)

Always 1. *************** 29.8%
2. ********* 19.4%
3. ********** 21.1%
4. ******* 13.6%
Never 5. ******** 16.1%

Policy Information Needs:
Mandatory Child
Restraints: (N=238)

Always 1. *********** 21.8%
2. ********* 17.6%
3. ********** 21.0%
4. *********** 21.8%
Never 5. ********* 17.6%

Policy Information Needs:
Motorcycle and Moped
Safety (N=235)

Always 1. ****** 13.2%
2. ******** 16.6%
3. ************* 26.4%
4. ************ 23.8%
Never 5. ********** 20.0%

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Motor Carrier (general) (N=196)

```
Always  1. ********** 20.9%
        2. ************ 24.5%
        3. *************** 30.1%
        4. ***** 9.7%
Never   5. ******* 14.8%
```

Policy Information Needs:
Truck Regulation in
general (N=243)

```
Always  1. ************ 24.3%
        2. *********** 22.6%
        3. ************* 26.7%
        4. ****** 11.9%
Never   5. ******* 14.4%
```

Policy Information Needs:
Economic Regulation of/or Price
Competition for Trucking (N=232)

```
Always  1. ******* 14.2%
        2. ******** 15.9%
        3. ************ 24.6%
        4. ************ 24.6%
Never   5. ********** 20.7%
```

Policy Information Needs:
Truck Weights or Truck Weight
Enforcement (N=244)

```
Always  1. ************ 25.4%
        2. ************* 27.0%
        3. ************ 25.4%
        4. **** 8.2%
Never   5. ******* 13.9%
```

Policy Information Needs:
Freight Service to
Rural Areas (N=232)

```
Always  1. ****** 12.9%
        2. ****** 13.4%
        3. ************* 26.7%
        4. *********** 23.3%
Never   5. ************ 23.7%
```

CHAPTER THREE

National Transportation Policy Information Needs

Motor Vehicle Administration

Policy Information Needs:
Driver's Licensing (N=240)

Always 1. ********* 18.3%
2. ********** 20.4%
3. ********** 20.0%
4. ********** 19.6%
Never 5. *********** 21.7%

Policy Information Needs:
Truck Movement Permits (N-238)

Always 1. ******* 15.1%
2. ********* 18.5%
3. ************** 29.0%
4. ******** 16.8%
Never 5. ********** 20.6%

Policy Information Needs:
Vehicle Titling and
Registration (N=239)

Always 1. ********* 18.8%
2. ******** 16.3%
3. ********** 20.9%
4. ********** 20.9%
Never 5. *********** 23.0%

Policy Information Needs:
Railroads (general) (N=203)

Always 1. ******** 15.8%
2. ******* 14.8%
3. ************* 27.1%
4. ********** 21.2%
Never 5. ********** 21.2%

Policy Information Needs:
Expansion or Elimination of
Service (N=235)

Always 1. ******** 16.2%
2. *********** 23.0%
3. *********** 23.4%
4. ********* 17.9%
Never 5. ********** 19.6%

Policy Information Needs:
Rail Passenger Service (N=234)

Always 1. ****** 12.4%
2. ********* 17.9%
3. ******** 15.8%
4. ************ 24.8%
Never 5. ************** 29.1%

Policy Information Needs:
Rail "Tourist" Railroads (N=230)

Always 1. **** 9.1%
2. ***** 10.0%
3. ********* 19.1%
4. *************** 31.3%
Never 5. *************** 30.4%

CHAPTER THREE

National Transportation Policy Information Needs

Rail Freight

Policy Information Needs:
Rail Freight Service (N=231)

```
Always  1. ******* 14.7%
        2. ******* 14.3%
        3. ************* 26.8%
        4. ********** 19.9%
Never   5. ************ 24.2%
```

Policy Information Needs:
Rail Service Planning (N=236)

```
Always  1. ***** 10.6%
        2. ******** 16.1%
        3. ************* 25.8%
        4. *********** 22.9%
Never   5. ************ 24.6%
```

Policy Information Needs:
Track and Equipment
Safety (N=237)

```
Always  1. ***** 11.4%
        2. ***** 11.0%
        3. ************* 25.7%
        4. ************* 27.4%
Never   5. ************ 24.5%
```

Policy Information Needs:
Railroad Company "Spin-off"
New Railroads (N=233)

```
Always  1. ***** 10.3%
        2. ****** 12.4%
        3. ********* 18.9%
        4. ************** 28.3%
Never   5. *************** 30.0%
```

Policy Information Needs:
Service Expansion for
Development (N=232)

```
Always  1. ***** 9.5%
        2. ******** 15.5%
        3. *********** 22.4%
        4. ************ 24.1%
Never   5. ************** 28.4%
```

Policy Information Needs:
Economic Regulation of Price
Competition for Railroads (N=234)

```
Always  1. ****** 11.5%
        2. ****** 12.4%
        3. ********** 21.4%
        4. ************* 26.5%
Never   5. ************** 28.2%
```

Policy Information Needs:
Rail Abandonments (N=239)

```
Always  1. ********* 19.2%
        2. ************ 24.7%
        3. *********** 22.2%
        4. ******* 14.2%
Never   5. ********** 19.7%
```

Policy Information Needs:
Public Ownership of
Branch Lines (N=235)

```
Always  1. ****** 11.9%
        2. ******** 17.4%
        3. ********** 21.3%
        4. ************ 25.1%
Never   5. ************ 24.3%
```

Policy Information Needs:
Railroad Mergers (N=235)

```
Always  1. ***** 11.1%
        2. ******* 13.6%
        3. ********** 20.0%
        4. ************* 26.4%
Never   5. ************** 28.9%
```

CHAPTER THREE

National Transportation Policy Information Needs

```
Policy Information Needs:
Air (general)                 (N=204)

Always  1. ****** 12.3%
        2. ******* 15.2%
        3. ************** 27.5%
        4. *********** 21.6%
Never   5. ************ 23.5%
```

```
Policy Information Needs:
Increased Availability of
Flights and Destinations  (N=236)

Always  1. ***** 9.7%
        2. ****** 12.7%
        3. ************ 24.6%
        4. ************ 24.6%
Never   5. ************** 28.4%
```

```
Policy Information Needs:
Lack of "Hub" Air Service  (N=236)

Always  1. *** 5.9%
        2. ******* 14.0%
        3. *********** 22.5%
        4. ************** 27.5%
Never   5. *************** 30.1%
```

```
Policy Information Needs:
Air Passenger Service     (N=235)

Always  1. ***** 11.1%
        2. ****** 13.2%
        3. ************* 26.0%
        4. *********** 22.1%
Never   5. ************** 27.7%
```

```
Policy Information Needs:
High Cost of Air Fares    (N=235)

Always  1. *** 6.8%
        2. ****** 11.5%
        3. *********** 22.6%
        4. ************* 26.4%
Never   5. **************** 32.8%
```

```
Policy Information Needs:
Air Freight Service       (N=230)

Always  1. ** 4.8%
        2. ****** 11.7%
        3. *********** 23.0%
        4. ************** 28.3%
Never   5. **************** 32.2%
```

Airports

```
Policy Information Needs:
Airport Safety and
Security                  (N=242)

Always  1. ***** 11.2%
        2. ******* 13.6%
        3. ********** 20.7%
        4. *********** 22.3%
Never   5. **************** 32.2%
```

```
Policy Information Needs:
Airport Administration    (N=237)

Always  1. *** 6.8%
        2. ****** 12.7%
        3. ********** 21.1%
        4. ************* 27.0%
Never   5. **************** 32.5%
```

```
Policy Information Needs:
Airport Noise and
Congestion                (N=239)

Always  1. **** 9.2%
        2. ********** 20.1%
        3. ********* 18.4%
        4. *********** 23.4%
Never   5. ************** 28.9%
```

```
Policy Information Needs:
Airport Placement         (N=235)

Always  1. *** 7.2%
        2. ******* 14.9%
        3. *********** 23.0%
        4. ************ 24.7%
Never   5. *************** 30.2%
```

CHAPTER THREE

National Transportation Policy Information Needs

```
Policy Information Needs:
River (general)           (N=198)

Always  1. *** 6.1%
           ***** 10.1%
        3. ********* 18.2%
        4. ************* 25.8%
Never   5. ******************** 39.9%
```

```
Policy Information Needs:
Inland Water Ports        (N=233)

Always  1. *** 6.4%
        2. **** 9.0%
        3. ******** 17.2%
        4. ************ 24.9%
Never   5. ********************* 42.5%
```

```
Policy Information Needs:
Barge Services Safety and
Operations                (N=231)

Always  1. * 3.0%
        2. **** 8.2%
        3. ****** 13.9%
        4. ************* 26.8%
Never   5. ************************ 48.1%
```

```
Policy Information Needs:
Lock and Dam Improvement
and Replacement           (N=231)

Always  1. ** 3.9%
        2. *** 6.5%
        3. ****** 12.6%
        4. *********** 22.5%
Never   5. *************************** 54.5%
```

```
Policy Information Needs:
Ferry Service             (N=231)

Always  1. *** 6.5%
        2. *** 6.5%
        3. ********* 18.6%
        4. ********** 20.3%
Never   5. ************************ 48.1%
```

CHAPTER THREE

National Transportation Policy Information Needs

```
Policy Information Needs:
Coastal or Great Lakes
(general)                  (N=216)

Always  1. * 2.8%
        2. *** 6.9%
        3. ****** 11.6%
        4. ******* 14.8%
Never   5. ******************************** 63.9%
```

```
Policy Information Needs:
St. Lawrence Seaway        (N=217)

Always  1. * 1.8%
        2. ** 3.7%
        3. *** 6.0%
        4. ****** 12.9%
Never   5. ************************************** 75.6%
```

```
Policy Information Needs:
Port Marketing and
Market Shares              (N=223)

Always  1. ** 4.5%
        2. **** 7.6%
        3. **** 9.0%
        4. ********* 18.8%
Never   5. ****************************** 60.1%
```

```
Policy Information Needs:
Port Administration        (N=221)

Always  1. ** 3.6%
        2. ** 4.5%
        3. ***** 10.4%
        4. ********* 18.6%
Never   5. ******************************* 62.9%
```

```
Policy Information Needs:
Increased Port Depth       (N=220)

Always  1. ** 4.5%
        2. *** 5.9%
        3. ***** 10.0%
        4. ******** 16.4%
Never   5. ******************************* 63.2%
```

CHAPTER THREE

National Transportation Policy Information Needs

```
Policy Information Needs:
Port Security              (N=220)

Always  1. * .9%
        2. ** 4.5%
        3. *** 6.8%
        4. ********** 19.5%
Never   5. ********************************** 68.2%
```

```
Policy Information Needs:
Ocean Freight (general)   (N=218)

Always  1. * 2.8%
        2. ** 5.5%
        3. *** 6.0%
        4. ********* 17.9%
Never   5. ********************************** 67.9%
```

```
Policy Information Needs:
Cruise Ships               (N=221)

Always  1. * 0.5%
        2. ** 4.5%
        3. ** 5.0%
        4. ******** 17.2%
Never   5. ************************************ 72.9%
```

```
Policy Information Needs:
Ocean Passenger and
Ferrys                     (N=214)

Always  1. * 2.3%
        2. ** 3.7%
        3. *** 5.6%
        4. ******** 17.3%
Never   5. *********************************** 71.0%
```

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Pipelines (general)   (N=210)

```
Always  1. ** 3.8%
        2. *** 5.7%
        3. ******* 14.8%
        4. ************ 24.3%
Never   5. ************************* 51.4%
```

Policy Information Needs:
Pipeline Safety   (N=225)

```
Always  1. ** 4.4%
        2. *** 7.1%
        3. ****** 12.4%
        4. *********** 22.7%
Never   5. ************************** 53.3%
```

Policy Information Needs:
Pipeline Abandonment   (N=222)

```
Always  1. * 1.8%
        2. ** 5.4%
        3. ****** 12.2%
        4. *********** 21.6%
Never   5. ***************************** 59.0%
```

Policy Information Needs:
Pipeline Pollution/
Leaking   (N=221)

```
Always  1. ** 5.4%
        2. **** 8.6%
        3. ******* 14.0%
        4. *********** 22.6%
Never   5. ************************ 49.3%
```

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Public or Mass Transit
(general) (N=211)

```
Always  1. ********* 18.5%
        2. ********* 19.0%
        3. ************ 23.7%
        4. ********* 18.5%
Never   5. ********** 20.4%
```

Policy Information Needs:
Mass Transit Administration
(N=237)

```
Always  1. ******* 13.9%
        2. *********** 21.5%
        3. *********** 23.2%
        4. ********** 20.7%
Never   5. ********** 20.7%
```

Policy Information Needs:
Public Transit Passenger Fares
(N=229)

```
Always  1. ********* 18.3%
        2. ********* 18.3%
        3. ********** 20.1%
        4. ********** 20.5%
Never   5. *********** 22.7%
```

Policy Information Needs:
Mass Transit System Start-ups
(N=238)

```
Always  1. ****** 12.6%
        2. ******** 16.8%
        3. ************ 24.4%
        4. ************ 23.9%
Never   5. *********** 22.3%
```

Policy Information Needs:
Mass Transit Maintenance and
Operations (N=236)

```
Always  1. ******* 15.3%
        2. *********** 21.2%
        3. ********* 18.6%
        4. ************ 25.0%
Never   5. ********** 19.9%
```

Policy Information Needs:
Rural Public Transit
(general) (N=227)

```
Always  1. ********* 18.1%
        2. ********* 18.5%
        3. *********** 23.3%
        4. ******** 15.9%
Never   5. ************ 24.2%
```

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Energy and Mineral Movements (N=201)

```
Always  1. *** 6.0%
        2. ***** 11.4%
        3. ******** 16.4%
        4. ************ 24.4%
Never   5. ********************* 41.8%
```

Policy Information Needs:
Coal Movements (N=231)

```
Always  1. ***** 10.0%
        2. ******** 16.5%
        3. ******* 13.9%
        4. ********* 18.6%
Never   5. ******************** 41.1%
```

Policy Information Needs:
Mineral Ore and Products Movements (N=228)

```
Always  1. *** 6.6%
        2. ****** 11.8%
        3. ******* 14.0%
        4. ************ 23.7%
Never   5. ********************** 43.9%
```

Policy Information Needs:
Oil and Gas Movements (N=220)

```
Always  1. **** 8.2%
        2. ******* 14.1%
        3. ******* 15.0%
        4. *********** 22.7%
Never   5. ******************** 40.0%
```

Policy Information Needs:
Agriculture and Timber Movements (N=210)

```
Always  1. ***** 9.5%
        2. ******* 14.8%
        3. *********** 22.4%
        4. ******** 16.7%
Never   5. ****************** 36.7%
```

Policy Information Needs:
Grain, Cotton, Root Crops, and Oil Seed Movements (N=232)

```
Always  1. ***** 11.2%
        2. ******** 15.5%
        3. ********* 18.5%
        4. ********* 19.0%
        5. ****************** 35.8%
```

Policy Information Needs:
Livestock Movements (N=229)

```
Always  1. *** 7.0%
        2. ****** 12.2%
        3. ************ 23.6%
        4. ********* 18.8%
Never   5. ******************* 38.4%
```

Policy Information Needs:
Fresh Produce Movements (N=229)

```
Always  1. ** 4.4%
        2. ****** 12.2%
        3. ********* 19.2%
        4. ************ 25.3%
Never   5. ******************* 38.9%
```

Policy Information Needs:
Lumber and Wood Products Movements (N=229)

```
Always  1. ***** 11.4%
        2. ******* 14.0%
        3. ********* 18.8%
        4. ********** 20.5%
Never   5. ***************** 35.4%
```

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Industrial Movements (general)
(N=198)

Always 1. *** 6.1%
2. ***** 10.6%
3. *********** 21.7%
4. ********** 20.2%
Never 5. ******************** 41.4%

Policy Information Needs:
Urban Industrial
Distribution (N=217)

Always 1. *** 6.5%
2. ******* 13.8%
3. ********** 20.7%
4. ********** 21.2%
Never 5. ******************* 37.8%

Policy Information Needs:
Transportation Liability Insurance
(general) (N=187)

Always 1. ********** 20.9%
2. ************* 26.7%
3. *********** 22.5%
4. **** 8.6%
Never 5. ********** 21.4%

Policy Information Needs:
Liability of Public Bodies
Involving Transportation (N=245)

Always 1. *************** 31.0%
2. *************** 30.6%
3. ********** 20.0%
4. *** 7.3%
Never 5. ***** 11.0%

Policy Information Needs:
Liability Insurance for
Common Carriers (N=233)

Always 1. *********** 22.7%
2. ********** 20.6%
3. ************ 25.3%
4. ******* 14.6%
Never 5. ******** 16.7%

CHAPTER THREE

National Transportation Policy Information Needs

Policy Information Needs:
Hazardous Materials Transport
(General) (N=216)

Always 1. *************** 31.0%
2. *********** 23.1%
3. ********** 21.3%
4. ****** 11.6%
Never 5. ****** 13.0%

Policy Information Needs:
Hazardous Materials Public
Safety (N=253)

Always 1. *************** 30.0%
2. *************** 29.6%
3. ********** 19.8%
4. **** 8.7%
Never 5. ****** 11.9%

Policy Information Needs:
Hazardous Materials Routing
Problems and Policies (N=253)

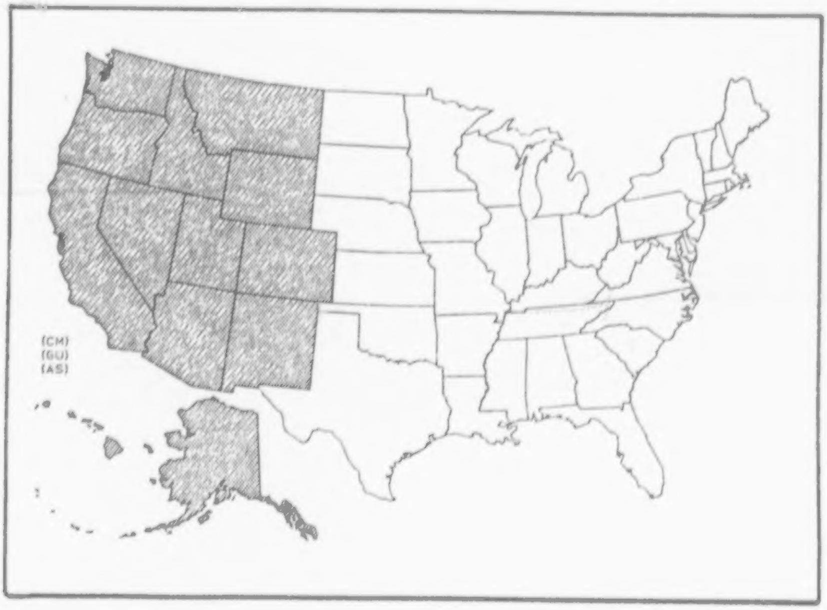
Always 1. ************* 25.7%
2. *************** 30.8%
3. ********** 19.8%
4. ***** 11.1%
Never 5. ****** 12.6%

Policy Information Needs:
Availability of Liability
Insurance for Hazardous Materials
(N=245)

Always 1. *********** 23.3%
2. ************* 25.7%
3. ************ 25.3%
4. ****** 12.7%
Never 5. ****** 13.1%

SOURCE: The Center for Transportation, The Council of State Governments

4 TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS IN THE WESTERN REGION



CHAPTER FOUR

TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS IN THE WESTERN REGION

This chapter contains information on the rankings of state transportation issue interest areas for the Western region. It also includes information on the magnitude of policy information needs for each transportation issue area which is presented in the form of histograms for ease of interpretation.

Table 4.2 provides the top 20 transportation issue areas in the Western region. Transportation finance was considered the top regional priority. Highway spending and highway user taxes were ranked as the second and third most important issues. These tend to validate priority #1. Other highway issues that were among the top 20 issues were: highway safety (12th rank) and highway traffic laws (20th rank). Other highway related issues included truck weights (13th rank), truck regulations (14th rank), and motor carriers (16th rank).

Hazardous materials transportation (public safety) ranked fourth, hazardous materials transportation in general ranked fifth, and hazardous materials routing problems and policies ranked seventh.

Urban and rural transportation were ranked in eighth and ninth place, respectively.

Speed limit - "55" (15th rank), drunk driving (17th rank), and mandatory seat belts (18th rank) were among the top 20 issues in the Western region. The rankings of all 106 transportation issues are given in **Table 4.3**.

CHAPTER FOUR

Highway Issues: An Illustration of Data Utilization

Several highway issues involving problems of spending, user taxes and safety were of concern to transportation policymakers in the Western region. A comparison of the regional responses on selected highway issues is given in **Table 4.1**.

Table 4.1

Policy Information Needs: Selected Highway Issues

ISSUE SCALE:	1 (Always)	2	3	4	5 (Never)
Highway Spending	37.7%	35.8%	7.5%	11.3%	7.5%
Highway User Taxes	37.0%	22.2%	29.6%	5.6%	5.6%
Highway Safety (general)	31.1%	26.7%	22.2%	8.9%	11.1%
Highway Traffic Laws	24.5%	24.5%	20.8%	18.9%	11.3%

The information in **Table 4.1** was abstracted from the data in the histograms for the Western region.

The high level of interest in highway issues by Western region policymakers can be further elucidated by an examination of specific problem areas, some of which are outlined in **Chapter 9**.

CHAPTER FOUR

Table 4.2

Top 20 Transportation Issues - Western Region

TRANSPORTATION ISSUE	REGIONAL RANKING	NATIONAL RANKING
Transportation finance (general)	1	1
Highway spending	2	3
Highway user taxes	3	5
Hazardous materials transport public safety	4	4
Hazardous materials transport (general)	5	6
Liability of public bodies involving transportation	6	2
Hazardous materials routing problems and policies	7	7
Urban transportation	8	10
Rural transportation	9	11
Transportation administration	10	16
Transportation planning and integration	11	8*
Highway safety (general)	12	12
Truck weights or truck weight enforcement	13	8*
Truck regulation in general	14	15
Speed limits--"55"	15	17
Motor carriers (general)	16	18
Drunk driving	17	14
Mandatory seat belts	18	19
Availability of liability insurance for hazardous materials transport	19	13
Highway traffic laws (general)	20	25

NOTE: * indicates tied rankings
SOURCE: Center for Transportation, The Council of State Governments

Table 4.3

Rankings of State Transportation Issue Interest Areas: Western Region

RANKING	TRANSPORTATION ISSUE
1.	Transportation finance (general)
2.	Highway spending
3.	Highway user taxes
4.	Hazardous materials transport public safety
5.	Hazardous materials transport (general)
6.	Liability of public bodies involving transportation
7.	Hazardous materials routing problems and policies
8.	Urban transportation
9.	Rural transportation
10.	Transportation administration
11.	Transportation planning and integration
12.	Highway safety (general)
13.	Truck weights or truck weight enforcement
14.	Truck regulation in general
15.	Speed limits--"55"
16.	Motor carriers (general)
17.	Drunk driving
18.	Mandatory seat belts
19.	Availability of liability insurance for hazardous materials transport
20.	Highway traffic laws (general)
21.	Liability insurance (general)
22.	Liability insurance for common carriers
23.	Highways (general)
24.	Public or mass transit finance
25.	Public or mass transit (general)
26.	Public or mass transit operating subsidies
27.	Public or mass transit capital and capital improvement finance
28.	Mandatory child restraints
29.	Urban congestion
30.	Highway maintenance
31.	Highway administration
32.	Driver's licensing
33.	Highway bonding
34.	Air (general)
35.	Highway privatization initiatives
36.	Vehicle inspections
37.	Rural public transit (general) (TIE)
37.	Rail abandonments (TIE)
39.	Rail crossing safety
40.	Motorcycle and moped safety

Table 4.3 (Continued)

Rankings of State Transportation Issue Interest Areas: Western Region

RANKING	TRANSPORTATION ISSUE
41.	Vehicle titling and registration
42.	Economic regulation of/or price competition for trucking
43.	Truck freight service to rural areas
44.	Public or mass transit system start-ups
45.	Truck movement permits
46.	Public or mass transit passenger fares
47.	Highway construction and design
48.	Public or mass transit administration
49.	Highway bidding and purchasing
50.	Public or mass transit maintenance and operations
51.	Lumber and wood products movements
52.	Air passenger service
53.	Rail freight service
54.	Airport finance
55.	Expansion or elimination of rail service
56.	Agriculture and timber movements (TIE)
56.	Increased availability of air flights and destinations (TIE)
58.	Oil and gas movements
59.	Airport noise and congestion
60.	Railroads (general)
61.	Grain, cotton, root crops and oil seed movements
62.	Airport placement
63.	Rail service planning
64.	Public ownership of branch lines
65.	Airport safety and security (TIE)
65.	Rail service expansion for economic development (TIE)
65.	Coal movements (TIE)
68.	Rail passenger service
69.	Economic regulation of/price competition for railroads
70.	Livestock movements
71.	Railroad mergers
72.	Lack of "hub" air service
73.	High cost of air fares
74.	Rail track and equipment safety
75.	Industrial movements
76.	Mineral ore and products movements
77.	Fresh produce movements
78.	Rail passenger service finance
79.	Energy and mineral movements
80.	Rail company "spin-off" new railroads

Table 4.3 (Continued)

Rankings of State Transportation Issue Interest Areas: Western Region

RANKING	TRANSPORTATION ISSUE
81.	Rail "tourist" railroads
82.	Air carrier subsidy
83.	Air freight service
84.	Airport administration
85.	Urban industrial distribution
86.	Rail freight service finance
87.	Toll road financing
88.	Pipelines (general)
89.	Pipeline pollution/leaking
90.	River (general)
91.	Ferry service (river)
92.	Inland water ports (TIE)
92.	Water port finance (TIE)
94.	Pipeline safety
95.	Pipeline abandonment
96.	Ocean passenger and ferrys
97.	Barge services, safety and operations
98.	Cruise ships
99.	Lock and dam improvement and replacement (river)
100.	Port marketing and market shares
101.	Ocean freight (general)
102.	Coastal or Great Lakes (general)
103.	Port administration
104.	Increased port depth
105.	Port security
106.	St. Lawrence Seaway

Source: The Center for Transportation, The Council of State Governments

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Question 11: In which of the following areas do you need or anticipate needing policy information?

Policy Information Needs:
Transportation
(all modes) (N=46)

Always 1. *************** 30.4%
2. ******************* 39.1%
3. *********** 21.7%
4. **** 8.7%
Never 5. 0.0%

Policy Information Needs:
Transportation
Administration (N=50)

Always 1. ********** 20.0%
2. ****************** 36.0%
3. **************** 32.0%
4. ***** 10.0%
Never 5. * 2.0%

Policy Information Needs:
Urban Transportation (N=50)

Always 1. ************ 24.0%
2. ******************** 40.0%
3. ********** 20.0%
4. ***** 10.0%
Never 5. *** 6.0%

Policy Information Needs:
Transportation Planning and
Integration (N=49)

Always 1. ******* 14.3%
2. ********************* 42.9%
3. **************** 32.7%
4. ***** 10.2%
Never 5. 0.0%

Policy Information Needs:
Rural Transportation (N=53)

Always 1. *********** 22.6%
2. ********************* 41.5%
3. ********* 18.9%
4. ***** 11.3%
Never 5. *** 5.7%

Policy Information Needs:
Urban Congestion (N=46)

Always 1. ******** 17.4%
2. ************* 26.1%
3. ******** 17.4%
4. ************ 23.9%
Never 5. ******* 15.2%

NOTE: Policy issue areas are organized by function.
The general category titles are underlined.

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Transportation Finance
(general) (N=41)

```
Always  1. ************************* 51.2%
        2. ************** 29.3%
        3. ********* 17.1%
        4. 0.0%
Never   5. * 2.4%
```

Policy Information Needs:
Highway Spending (N=53)

```
Always  1. ****************** 37.7%
        2. ****************** 35.8%
        3. **** 7.5%
        4. ***** 11.3%
Never   5. **** 7.5%
```

Policy Information Needs:
Highway User Taxes (N=54)

```
Always  1. ****************** 37.0%
        2. *********** 22.2%
        3. *************** 29.6%
        4. *** 5.6%
Never   5. *** 5.6%
```

Policy Information Needs:
Toll Road Financing (N=51)

```
Always  1. ** 3.9%
        2. ***** 9.8%
        3. ************* 25.5%
        4. ************* 25.5%
Never   5. ***************** 35.3%
```

Policy Information Needs:
Rail Freight Service
Finance (N=51)

```
Always  1. * 2.0%
        2. ******** 15.7%
        3. *********** 21.6%
        4. ************* 25.5%
Never   5. ***************** 35.3%
```

Policy Information Needs:
Highway Bonding (N=53)

```
Always  1. ********* 18.9%
        2. ********* 18.9%
        3. *************** 30.2%
        4. ****** 13.2%
Never   5. ********* 18.9%
```

Policy Information Needs:
Rail Passenger Service
Finance (N=51)

```
Always  1. ** 3.9%
        2. ******** 15.7%
        3. ************ 23.5%
        4. ************** 27.5%
Never   5. ************** 29.4%
```

Policy Information Needs:
Airport Finance (N=52)

```
Always  1. ****** 11.5%
        2. ********** 21.2%
        3. *********** 23.1%
        4. ******* 15.4%
Never   5. ************** 28.8%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

```
Policy Information Needs:
Air Carrier Subsidy       (N=52)

Always  1. ****** 11.5%
        2. **** 7.7%
        3. ******** 17.3%
        4. *************** 30.8%
Never   5. **************** 32.7%
```

```
Policy Information Needs:
Water Port Finance        (N=50)

Always  1. **** 8.0%
        2. ***** 10.0%
        3. ****** 12.0%
        4. ******* 14.0%
Never   5. **************************** 56.0%
```

```
Policy Information Needs:
Public or Mass Transit
Finance                   (N=51)

Always  1. ************ 23.5%
        2. ************ 23.5%
        3. ********* 17.6%
        4. ********** 19.6%
Never   5. ******** 15.7%
```

```
Policy Information Needs:
Public or Mass Transit
Operating Subsidies       (N=50)

Always  1. ********* 18.0%
        2. ************** 28.0%
        3. ********** 20.0%
        4. ********* 18.0%
Never   5. ******** 16.0%
```

```
Policy Information Needs:
Public or Mass Transit Capital
and Capital Improvement
Finance                   (N=49)

Always  1. ********** 20.4%
        2. ************ 24.5%
        3. ********* 18.4%
        4. ********** 20.4%
Never   5. ******** 16.3%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Highways (general) (N=47)

```
Always  1. ********** 21.3%
        2. ***************** 34.0%
        3. ******* 14.9%
        4. *** 6.4%
Never   5. *********** 23.4%
```

Policy Information Needs:
Highway Construction and
Design (N=46)

```
Always  1. ******* 15.2%
        2. *********** 21.7%
        3. *********** 21.7%
        4. ********** 19.6%
Never   5. *********** 21.7%
```

Policy Information Needs:
Highway Administration (N=48)

```
Always  1. ******** 16.7%
        2. ************* 27.1%
        3. ********** 20.8%
        4. ******** 16.7%
Never   5. ********* 18.8%
```

Policy Information Needs:
Highway Bidding and
Purchasing (N=48)

```
Always  1. ****** 12.5%
        2. *********** 22.9%
        3. ************ 25.0%
        4. ******** 16.7%
Never   5. *********** 22.9%
```

Policy Information Needs:
Highway Maintenance (N=47)

```
Always  1. ********** 21.3%
        2. ************* 25.5%
        3. ****** 12.8%
        4. ********* 19.1%
Never   5. ********** 21.3%
```

Policy Information Needs:
Highway Privatization
Initiatives (N=45)

```
Always  1. *********** 22.2%
        2. *********** 22.2%
        3. ******* 15.6%
        4. ******* 15.6%
Never   5. ************ 24.4%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
<u>Highway Safety</u> (general) (N=45)

```
Always  1. *************** 31.1%
        2. ************* 26.7%
        3. *********** 22.2%
        4. **** 8.9%
Never   5. ***** 11.1%
```

Policy Information Needs:
Speed Limits - "55" (N=53)

```
Always  1. ****************** 35.8%
        2. ******* 15.1%
        3. ************* 26.4%
        4. **** 7.5%
Never   5. ******* 15.1%
```

Policy Information Needs:
Mandatory Seat Belts (N=51)

```
Always  1. ************** 29.4%
        2. ************ 23.5%
        3. ********** 19.6%
        4. ***** 9.8%
Never   5. ********* 17.6%
```

Policy Information Needs:
Vehicle Inspections (N=52)

```
Always  1. ******* 15.4%
        2. ********** 21.2%
        3. *************** 30.8%
        4. ******* 15.4%
Never   5. ******** 17.3%
```

Policy Information Needs:
Rail Crossing Safety (N=51)

```
Always  1. ********** 19.6%
        2. ******* 13.7%
        3. ************** 31.4%
        4. ******* 13.7%
Never   5. ********** 21.6%
```

Policy Information Needs:
Traffic Laws (general) (N=53)

```
Always  1. ************ 24.5%
        2. ************ 24.5%
        3. ********** 20.8%
        4. ********* 18.9%
Never   5. ***** 11.3%
```

Policy Information Needs:
Drunk Driving (N=52)

```
Always  1. ***************** 34.6%
        2. ******* 15.4%
        3. *********** 23.1%
        4. ***** 9.6%
Never   5. ******** 17.3%
```

Policy Information Needs:
Mandatory Child
Restraints: (N=51)

```
Always  1. ************ 23.5%
        2. *********** 21.6%
        3. ********* 17.6%
        4. ********* 17.6%
Never   5. ********** 19.6%
```

Policy Information Needs:
Motorcycle and Moped
Safety (N=49)

```
Always  1. ********** 20.4%
        2. ********* 18.4%
        3. ********** 20.4%
        4. ********* 18.4%
Never   5. *********** 22.4%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Motor Carrier (general)   (N=41)

```
Always  1. ************** 29.3%
        2. ************ 24.4%
        3. ************ 24.4%
        4. ** 4.9%
Never   5. ******** 17.1%
```

Policy Information Needs:
Truck Regulation in
general   (N=53)

```
Always  1. **************** 32.1%
        2. *********** 22.6%
        3. ********** 20.8%
        4. ***** 11.3%
Never   5. ****** 13.2%
```

Policy Information Needs:
Economic Regulation of/or Price
Competition for Trucking   (N=50)

```
Always  1. ********* 18.0%
        2. *********** 22.0%
        3. ********* 18.0%
        4. ********** 20.0%
Never   5. *********** 22.0%
```

Policy Information Needs:
Truck Weights or Truck Weight
Enforcement   (N=52)

```
Always  1. ************** 28.8%
        2. ***************** 34.6%
        3. ******* 13.5%
        4. **** 7.7%
Never   5. ******* 15.4%
```

Policy Information Needs:
Freight Service to
Rural Areas   (N=49)

```
Always  1. ********** 20.4%
        2. ********** 20.4%
        3. ******** 16.3%
        4. ********* 18.4%
Never   5. ************ 24.5%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Motor Vehicle Administration

Policy Information Needs:
Driver's Licensing (N=52)

Always 1. ********** 21.2%
2. ********** 21.2%
3. *********** 23.1%
4. ****** 11.5%
Never 5. *********** 23.1%

Policy Information Needs:
Truck Movement Permits (N-50)

Always 1. ******** 16.0%
2. ******** 16.0%
3. *************** 30.0%
4. ********* 18.0%
Never 5. ********** 20.0%

Policy Information Needs:
Vehicle Titling and
Registration (N=52)

Always 1. ************ 25.0%
2. ******* 15.4%
3. ******* 15.4%
4. ******** 17.3%
Never 5. ************* 26.9%

Policy Information Needs:
Railroads (general) (N=41)

Always 1. ******** 17.1%
2. ***** 9.8%
3. ******** 17.1%
4. **************** 31.7%
Never 5. ************ 24.4%

Policy Information Needs:
Expansion or Elimination of
Service (N=51)

Always 1. ******* 13.7%
2. ********* 17.6%
3. *********** 21.6%
4. ********** 19.6%
Never 5. ************** 27.5%

Policy Information Needs:
Rail Passenger Service (N=50)

Always 1. ******** 16.0%
2. ****** 12.0%
3. ****** 12.0%
4. *************** 30.0%
Never 5. *************** 30.0%

Policy Information Needs:
Rail "Tourist" Railroads (N=51)

Always 1. ***** 9.8%
2. ***** 9.8%
3. ******** 15.7%
4. ***************** 35.3%
Never 5. ************** 29.4%

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Rail Freight

```
Policy Information Needs:
Rail Freight Service      (N=50)

Always  1. ********** 20.0%
        2. ******* 14.0%
        3. ****** 12.0%
        4. ************* 26.0%
Never   5. ************** 28.0%
```

```
Policy Information Needs:
Rail Service Planning     (N=51)

Always  1. ******* 13.7%
        2. ******* 13.7%
        3. ********** 19.6%
        4. *********** 21.6%
Never   5. *************** 31.4%
```

```
Policy Information Needs:
Track and Equipment
Safety                    (N=51)

Always  1. ******* 13.7%
        2. ***** 9.8%
        3. *********** 21.6%
        4. ********** 19.6%
Never   5. ***************** 35.3%
```

```
Policy Information Needs:
Railroad Company "Spin-off"
New Railroads             (N=50)

Always  1. ****** 12.0%
        2. ****** 12.0%
        3. ****** 12.0%
        4. ************** 28.0%
Never   5. ****************** 36.0%
```

```
Policy Information Needs:
Service Expansion for
Development               (N=51)

Always  1. ****** 11.8%
        2. ******** 15.7%
        3. ********** 19.6%
        4. *********** 21.6%
Never   5. *************** 31.4%
```

```
Policy Information Needs:
Economic Regulation of Price
Competition for Railroads (N=52)

Always  1. ******* 15.4%
        2. ******* 13.5%
        3. ******* 13.5%
        4. ************ 25.0%
Never   5. **************** 32.7%
```

```
Policy Information Needs:
Rail Abandonments         (N=51)

Always  1. *********** 21.6%
        2. *********** 21.6%
        3. ******** 15.7%
        4. ********* 17.6%
Never   5. ************ 23.5%
```

```
Policy Information Needs:
Public Ownership of
Branch Lines              (N=52)

Always  1. ****** 11.5%
        2. ********** 21.2%
        3. ***** 9.6%
        4. ************* 26.9%
Never   5. *************** 30.8%
```

```
Policy Information Needs:
Railroad Mergers          (N=52)

Always  1. ******* 15.4%
        2. ******* 13.5%
        3. ****** 11.5%
        4. ************* 26.9%
Never   5. **************** 32.7%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Air (general) (N=45)

Always 1. ************* 26.7%
2. ***** 11.1%
3. ************ 24.4%
4. ******** 15.6%
Never 5. *********** 22.2%

Policy Information Needs:
Air Passenger Service (N=52)

Always 1. ******** 17.3%
2. ***** 11.5%
3. ************* 26.9%
4. ********* 19.2%
Never 5. ************ 25.0%

Policy Information Needs:
Increased Availability of Flights and Destinations (N=51)

Always 1. ******* 13.7%
2. ****** 11.8%
3. ************** 27.5%
4. *********** 21.6%
Never 5. ************ 25.5%

Policy Information Needs:
High Cost of Air Fares (N=50)

Always 1. ******* 14.0%
2. ****** 12.0%
3. ****** 12.0%
4. ***************** 34.0%
Never 5. ************** 28.0%

Policy Information Needs:
Lack of "Hub" Air Service (N=51)

Always 1. ****** 11.8%
2. ******** 15.7%
3. ******* 13.7%
4. ************** 29.4%
Never 5. ************** 29.4%

Policy Information Needs:
Air Freight Service (N=49)

Always 1. ***** 10.2%
2. *** 6.1%
3. *********** 22.4%
4. ************** 28.6%
Never 5. **************** 32.7%

Airports

Policy Information Needs:
Airport Safety and Security (N=51)

Always 1. ******* 13.7%
2. ******** 15.7%
3. ******** 15.7%
4. *********** 21.6%
Never 5. **************** 33.3%

Policy Information Needs:
Airport Noise and Congestion (N=50)

Always 1. **** 8.0%
2. ************ 24.0%
3. ********* 18.0%
4. ************ 24.0%
Never 5. ************* 26.0%

Policy Information Needs:
Airport Administration (N=50)

Always 1. *** 6.0%
2. **** 8.0%
3. ************ 24.0%
4. **************** 32.0%
Never 5. *************** 30.0%

Policy Information Needs:
Airport Placement (N=49)

Always 1. *** 6.1%
2. ********* 18.4%
3. ************* 26.5%
4. ************* 26.5%
Never 5. *********** 22.4%

CHAPTER FOUR

Western Region Transportation Policy Information Needs

```
Policy Information Needs:
River (general)           (N=43)

Always  1. ****** 11.6%
        2. * 2.3%
        3. **** 9.3%
        4. **************** 32.6%
Never   5. ********************** 44.2%


Policy Information Needs:
Inland Water Ports        (N=49)

Always  1. **** 8.2%
        2. **** 8.2%
        3. ***** 10.2%
        4. *********** 22.4%
Never   5. ************************* 51.0%


Policy Information Needs:
Barge Services Safety and
Operations                (N=49)

Always  1. ** 4.1%
        2. *** 6.1%
        3. * 2.0%
        4. ************* 26.5%
Never   5. ****************************** 61.2%


Policy Information Needs:
Lock and Dam Improvement
and Replacement           (N=49)

Always  1. 0.0%
        2. *** 6.1%
        3. *** 6.1%
        4. *********** 22.4%
Never   5. ******************************** 65.3%


Policy Information Needs:
Ferry Service             (N=49)

Always  1. ***** 10.2%
        2. ***** 10.2%
        3. *** 6.1%
        4. ********** 20.4%
Never   5. ************************** 53.1%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
<u>Coastal or Great Lakes</u>
(general) (N=45)

```
Always  1. * 2.2%
        2. 0.0%
        3. ***** 11.1%
        4. ****** 13.3%
Never   5. ************************************ 73.3%
```

Policy Information Needs:
St. Lawrence Seaway (N=47)

```
Always  1. 0.0%
        2. 0.0%
        3. ** 4.3%
        4. *** 6.4%
Never   5. ******************************************** 89.4%
```

Policy Information Needs:
Port Marketing and
Market Shares (N=47)

```
Always  1. ** 4.3%
        2. * 2.1%
        3. *** 6.4%
        4. ******* 14.9%
Never   5. ************************************ 72.3%
```

Policy Information Needs:
Port Administration (N=47)

```
Always  1. * 2.1%
        2. * 2.1%
        3. *** 6.4%
        4. ******* 14.9%
Never   5. ************************************* 74.5%
```

Policy Information Needs:
Increased Port Depth (N=47)

```
Always  1. ** 4.3%
        2. 0.0%
        3. ** 4.3%
        4. ******* 14.9%
Never   5. ************************************** 76.6%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Port Security (N=47)

Always 1. 0.0%
2. * 2.1
3. **** 8.5
4. ****** 12.8%
Never 5. ************************************** 76.6%

Policy Information Needs:
Ocean Freight (general) (N=47)

Always 1. * 2.1%
2. * 2.1%
3. **** 8.5%
4. ****** 12.8%
Never 5. ************************************* 74.5%

Policy Information Needs:
Cruise Ships (N=48)

Always 1. * 2.1%
2. **** 8.3%
3. *** 6.3%
4. ****** 12.5%
Never 5. *********************************** 70.8%

Policy Information Needs:
Ocean Passenger and
Ferrys (N=47)

Always 1. *** 6.4%
2. ***** 10.6%
3. * 2.1%
4. ***** 10.6%
Never 5. *********************************** 70.2%

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
<u>Pipelines</u> (general) (N=46)

```
Always  1. **** 8.7%
        2. **** 8.7%
        3. ******* 15.2%
        4. ********** 21.7%
Never   5. *********************** 45.7%
```

Policy Information Needs:
Pipeline Safety (N=49)

```
Always  1. *** 6.1%
        2. ***** 10.2%
        3. ** 4.1%
        4. ************ 24.5%
Never   5. *************************** 55.1%
```

Policy Information Needs:
Pipeline Abandonment (N=48)

```
Always  1. ** 4.2%
        2. **** 8.3%
        3. *** 6.3%
        4. ********* 18.8%
Never   5. ******************************* 62.5%
```

Policy Information Needs:
Pipeline Pollution/
Leaking (N=49)

```
Always  1. ****** 12.2%
        2. **** 8.2%
        3. ***** 10.2%
        4. ********* 18.4%
Never   5. ************************* 51.0%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Public or Mass Transit
(general) (N=46)

```
Always  1. ********** 19.6%
        2. ************** 28.3%
        3. ********** 19.6%
        4. ******** 17.4%
Never   5. ******* 15.2%
```

Policy Information Needs:
Mass Transit Administration
(N=51)

```
Always  1. ****** 11.8%
        2. ************ 23.5%
        3. ********** 19.6%
        4. ************** 29.4%
Never   5. ******** 15.7%
```

Policy Information Needs:
Public Transit Passenger Fares
(N=47)

```
Always  1. ****** 12.8%
        2. ************* 25.5%
        3. ********* 19.1%
        4. *********** 23.4%
Never   5. ********* 19.1%
```

Policy Information Needs:
Mass Transit System Start-ups
(N=52)

```
Always  1. ******* 13.5%
        2. ********* 19.2%
        3. ************** 28.8%
        4. *********** 23.1%
Never   5. ******* 15.4%
```

Policy Information Needs:
Mass Transit Maintenance and
Operations (N=52)

```
Always  1. ***** 9.6%
        2. ************ 25.0%
        3. ******** 17.3%
        4. ***************** 34.6%
Never   5. ******* 13.5%
```

Policy Information Needs:
Rural Public Transit
(general) (N=52)

```
Always  1. ******** 17.3%
        2. *********** 23.1%
        3. ********** 21.2%
        4. ********* 19.2%
Never   5. ********* 19.2%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Energy and Mineral Movements (N=43)

```
Always  1. ******* 14.0%
        2. **** 9.3%
        3. ******** 16.3%
        4. ********** 20.9%
Never   5. ******************** 39.5%
```

Policy Information Needs:
Coal Movements (N=51)

```
Always  1. ******** 15.7%
        2. ******* 13.7%
        3. ********* 17.6%
        4. ******** 15.7%
Never   5. ****************** 37.3%
```

Policy Information Needs:
Mineral Ore and Products Movements (N=51)

```
Always  1. ****** 11.8%
        2. ******** 15.7%
        3. ******* 13.7%
        4. *********** 21.6%
Never   5. ****************** 37.3%
```

Policy Information Needs:
Oil and Gas Movements (N=51)

```
Always  1. ******* 13.7%
        2. ************ 23.5%
        3. ***** 9.8%
        4. ********** 19.6%
Never   5. **************** 33.3%
```

Policy Information Needs:
Agriculture and Timber Movements (N=48)

```
Always  1. ********* 18.8%
        2. **** 8.3%
        3. ************ 25.0%
        4. ******** 16.7%
Never   5. *************** 31.3%
```

Policy Information Needs:
Grain, Cotton, Root Crops, and Oil Seed Movements (N=51)

```
Always  1. ******** 15.7%
        2. ****** 11.8%
        3. *********** 21.6%
        4. *********** 21.6%
Never   5. ************** 29.4%
```

Policy Information Needs:
Livestock Movements (N=51)

```
Always  1. ******* 13.7%
        2. ***** 9.8%
        3. ************* 25.5%
        4. ********* 17.6%
Never   5. **************** 33.3%
```

Policy Information Needs:
Fresh Produce Movements (N=51)

```
Always  1. ***** 9.8%
        2. ***** 9.8%
        3. ********* 17.6%
        4. ****************** 35.5%
Never   5. ************** 27.5%
```

Policy Information Needs:
Lumber and Wood Products Movements (N=52)

```
Always  1. ********* 19.2%
        2. ****** 13.5%
        3. *********** 23.1%
        4. ******** 17.3%
Never   5. ************* 26.9%
```

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Industrial Movements (general)
(N=44)

Always 1. ******* 13.6%
2. *** 6.8%
3. ************ 25.0%
4. ********* 18.2%
Never 5. ****************** 36.4%

Policy Information Needs:
Urban Industrial
Distribution (N=48)

Always 1. *** 6.3%
2. ***** 10.4%
3. ********** 20.8%
4. ************* 27.1%
Never 5. ***************** 35.4%

Policy Information Needs:
Transportation Liability Insurance
(general) (N=42)

Always 1. *************** 31.0%
2. ************ 23.8%
3. ******* 14.3%
4. *** 7.1%
Never 5. ************ 23.8%

Policy Information Needs:
Liability Insurance for
Common Carriers (N=51)

Always 1. *************** 31.4%
2. ********* 17.6%
3. ******** 15.7%
4. ******** 15.7%
Never 5. ********** 19.6%

Policy Information Needs:
Liability of Public Bodies
Involving Transportation (N=52)

Always 1. ******************* 38.5%
2. *********** 23.1%
3. ********* 19.2%
4. *** 5.8%
Never 5. ******* 13.5%

CHAPTER FOUR

Western Region Transportation Policy Information Needs

Policy Information Needs:
Hazardous Materials Transport
(general) (N=50)

Always 1. ******************* 38.0%
2. ************ 24.0%
3. ********** 20.0%
4. **** 8.0%
Never 5. ***** 10.0%

Policy Information Needs:
Hazardous Materials Routing
Problems and Policies (N=57)

Always 1. ************** 28.1%
2. ******************* 38.6%
3. ******* 14.0%
4. ***** 10.5%
Never 5. **** 8.8%

Policy Information Needs:
Hazardous Materials Public
Safety (N=57)

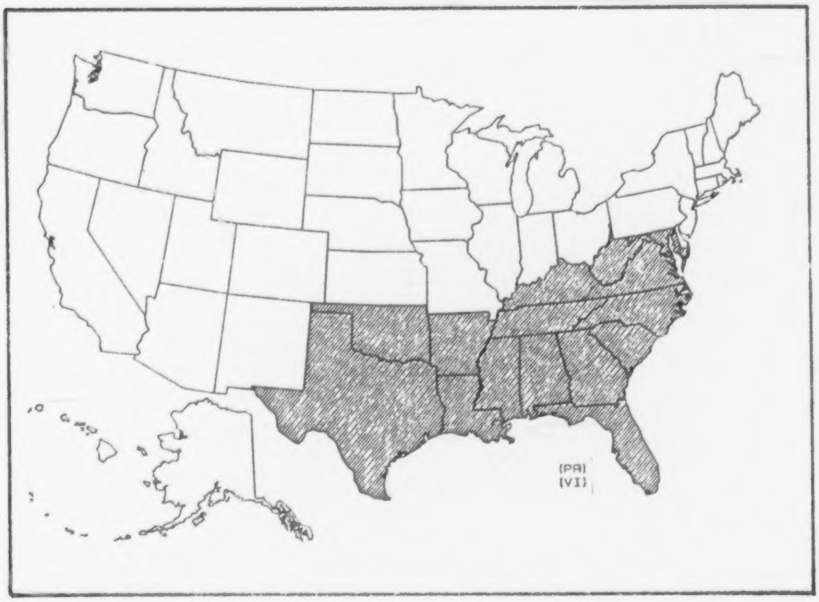
Always 1. ****************** 36.8%
2. *************** 29.8%
3. ********* 17.5%
4. ** 5.3%
Never 5. ***** 10.5%

Policy Information Needs:
Availability of Liability
Insurance for Hazardous Materials
(N=55)

Always 1. ************* 27.3%
2. ************* 25.5%
3. ******** 16.4%
4. ********* 18.2%
Never 5. ****** 12.7%

SOURCE: The Center for Transportation, The Council of State Governments

5 TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS IN THE SOUTHERN REGION



CHAPTER FIVE

TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS IN THE SOUTHERN REGION

This chapter contains information on the rankings of state transportation issues interest areas for the Southern region. It also includes information on the magnitude of policy information needs for each transportation issue area which is presented in the form of histograms for ease of interpretation.

Table 5.2 provides the top twenty transportation issues in the Southern region. Liability of public bodies involving transportation was the top ranked issue in the South. Transportation finance was the second most important issue. The third-, fourth-, tenth- and 11th-ranked issues involved some aspect of hazardous materials transportation. Transportation issue rankings for the Southern region are given in **Table 5.3**.

Some traditional transportation issues which were highly ranked included urban transportation, urban congestion, transportation planning and integration, transportation administration and mass transit.

Transportation Administration and Planning: An Illustration of Data Utilization

Transportation administration and transportation planning and integration were among issues that were considered important by policy decision makers in the Southern region. A comparison of the magnitude of regional responses on these issues is given in **Table 5.1**.

CHAPTER FIVE

Table 5.1

Policy Information Needs: Transportation Administration

ISSUE	SCALE: 1 (Always)	2	3	4	5 (Never)
Transportation Administration	18.9%	37.8%	18.9%	16.2%	8.1%
Transportation Planning and Integration	16.7%	34.6%	32.1%	9.0%	7.7%

The information in **Table 5.1** was abstracted from the data in the histograms for the Southern region.

Examples of transportation administration, planning and integration are given in **Chapter 10**.

Table 5.2
Top 20 Transportation Issues - Southern Region

TRANSPORTATION ISSUE	REGIONAL RANKING	NATIONAL RANKING
Liability of public bodies involving transportation	1	2
Transportation finance (general)	2	1
Hazardous materials transport public safety	3	4
Hazardous materials transport routing problems and policies	4	7
Highway spending	5	3
Urban transportation	6	10
Transportation planning and integration	7	8*
Transportation administration	8	16
Highway user taxes	9	5
Availability of liability insurance for hazardous materials transport	10	13
Hazardous materials transport (general)	11	6
Truck weights or truck weight enforcement	12	8*
Drunk driving	13*	14
Urban congestion	13*	30
Mandatory seat belts	15	19
Truck regulation in general	16	15
Highway safety (general)	17	12
Public or mass transit capital and capital improvement finance	18	23
Public or mass transit finance	19	20
Public or mass transit operating subsidies	20	25

NOTE: * indicates tied rankings
SOURCE: Center for Transportation, The Council of State Governments

Table 5.3

Rankings of State Transportation Issue Interest Areas: Southern Region

RANK	TRANSPORTATION ISSUE
1.	Liability of public bodies involving transportation
2.	Transportation finance (general)
3.	Hazardous materials transport public safety
4.	Hazardous materials transport routing problems and policies
5.	Highway spending
6.	Urban transportation
7.	Transportation planning and integration
8.	Transportation administration
9.	Highway user taxes
10.	Availability of liability insurance for hazardous materials transport
11.	Hazardous materials transport (general)
12.	Truck weights or truck weight enforcement
13.	Drunk driving (TIE)
13.	Urban congestion (TIE)
15.	Mandatory seat belts
16.	Truck regulation in general
17.	Highway safety (general)
18.	Public or mass transit capital and capital improvement finance
19.	Public or mass transit finance
20.	Public or mass transit operating subsidies
21.	Rural transportation
22.	Liability insurance for common carriers
23.	Speed limits--"55"
24.	Motor carrier (general)
25.	Highway traffic laws (general)
26.	Highway bonding
27.	Mandatory child restraints
28.	Vehicle inspections
29.	Liability insurance (general)
30.	Rail abandonments
31.	Highway administration
32.	Highway maintenance
33.	Highways (general)
34.	Rail crossing safety
35.	Vehicle titling and registration
36.	Driver's licensing
37.	Truck movement permits
38.	Expansion or elimination of rail service
39.	Motorcycle or moped safety
40.	Highway construction and design

Table 5.3 (Continued)

Rankings of State Transportation Issue Interest Areas: Southern Region

RANK	TRANSPORTATION ISSUE
41.	Public or mass transit administration
42.	Public or mass transit maintenance and operations
43.	Highway bidding and purchasing
44.	Public or mass transit (general)
45.	Toll road financing
46.	Highway privatization initiatives
47.	Economic regulation of/or price competition for trucking
48.	Public or mass transit system start-ups
49.	Rural public transit (general)
50.	Lumber and wood products movements
51.	Airport safety and security
52.	Public or mass transit passenger fares
53.	Airport finance
54.	Airport noise and congestion
55.	Railroads (general)
56.	Grain, cotton, root crops and oil seed movements
57.	Public ownership of rail branch lines
58.	Rail service planning
59.	Rail track and equipment safety
60.	Coal movements
61.	Airport placement
62.	Rail freight service
63.	Increased availability of air flights and destinations
64.	Truck freight service to rural areas
65.	Airport administration
66.	Rail service expansion for development
67.	Urban industrial distribution
68.	Water port finance
69.	Air passenger service
70.	Rail passenger service
71.	Economic regulation of/price competition for railroads
72.	Air (general)
73.	Fresh produce movements
74.	Agriculture and timber movements
75.	Railroad mergers
76.	Livestock movements
77.	Inland water ports
78.	Industrial movements
79.	Lack of "hub" air service
80.	Railroad company "spin-off" new railroads

Table 5.3 (Continued)

Rankings of State Transportation Issue Interest Areas: Southern Region

RANK	TRANSPORTATION ISSUE
81.	Rail "tourist" railroads
82.	Oil and gas movements
83.	River (general)
84.	High cost of air fares
85.	Rail freight service finance
86.	Air freight service finance
87.	Rail passenger service finance
88.	Energy and mineral movements
89.	Mineral ore and products movements
90.	Barge service, safety and operations
91.	Ferry service (river)
92.	Air carrier subsidy
93.	Lock and dam improvement and replacement
94.	Pipeline pollution/leaking
95.	Pipeline safety
96.	Increased port depth
97.	Pipelines (general)
98.	Port marketing and market shares
99.	Port administration
100.	Pipeline abandonment
101.	Ocean freight (general)
102.	Port security
103.	Coastal or Great Lakes (general)
104.	Cruise ships
105.	Ocean passenger and ferrys
106.	St. Lawrence Seaway

Source: The Center for Transportation, The Council of State Governments

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Question 11: In which of the following areas do you need or anticipate needing policy information?

Policy Information Needs:
Transportation
(all modes) (N=69)

Always 1. ************* 26.1%
2. **************** 31.9%
3. *************** 30.4%
4. **** 8.7%
Never 5. * 2.9%

Policy Information Needs:
Transportation Planning and
Integration (N=78)

Always 1. ******** 16.7%
2. ***************** 34.6%
3. **************** 32.1%
4. **** 9.0%
Never 5. **** 7.7%

Policy Information Needs:
Transportation
Administration (N=74)

Always 1. ********* 18.9%
2. ******************* 37.8%
3. ********* 18.9%
4. ******** 16.2%
Never 5. **** 8.1%

Policy Information Needs:
Rural Transportation (N=74)

Always 1. ********* 18.9%
2. **************** 32.4%
3. ********* 18.9%
4. ****** 12.2%
Never 5. ********* 17.6%

Policy Information Needs:
Urban Transportation (N=75)

Always 1. *************** 28.0%
2. ************ 22.7%
3. ************* 25.3%
4. ****** 13.3%
Never 5. ***** 10.7%

Policy Information Needs:
Urban Congestion (N=74)

Always 1. *********** 23.0%
2. ************* 27.0%
3. ************ 24.3%
4. ******* 13.5%
Never 5. ****** 12.2%

NOTE: Policy issue areas are organized by function.
The general category titles are underlined.

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Policy Information Needs:
Transportation Finance
(general) (N=63)

Always 1. ******************** 39.7%
2. ********** 20.6%
3. ********** 20.6%
4. ***** 9.5%
Never 5. ***** 9.5%

Policy Information Needs:
Highway User Taxes (N=75)

Always 1. **************** 32.0%
2. ********** 21.3%
3. ********** 20.0%
4. ***** 10.7%
Never 5. ******** 16.0%

Policy Information Needs:
Toll Road Financing (N=77)

Always 1. ********** 19.5%
2. ****** 13.0%
3. ********* 18.2%
4. ************* 27.3%
Never 5. *********** 22.1%

Policy Information Needs:
Rail Freight Service
Finance (N=75)

Always 1. *** 6.7%
2. ******** 16.0%
3. ****** 13.3%
4. ***************** 34.7%
Never 5. ************** 29.3%

Policy Information Needs:
Air Carrier Subsidy (N=72)

Always 1. *** 5.6%
2. ** 4.2%
3. ************ 25.0%
4. **************** 31.9%
Never 5. **************** 33.3%

Policy Information Needs:
Highway Spending (N=76)

Always 1. **************** 32.9%
2. ************ 25.0%
3. ******** 15.8%
4. ***** 10.5%
Never 5. ******** 15.8%

Policy Information Needs:
Highway Bonding (N=77)

Always 1. ************* 26.0%
2. *********** 22.1%
3. ****** 13.0%
4. ********** 19.5%
Never 5. ********** 19.5%

Policy Information Needs:
Rail Passenger Service
Finance (N=74)

Always 1. **** 8.1%
2. ******* 14.9%
3. ***** 10.8%
4. ***************** 35.1%
Never 5. *************** 31.1%

Policy Information Needs:
Airport Finance (N=74)

Always 1. ****** 12.2%
2. ******* 14.9%
3. *********** 23.0%
4. *************** 29.7%
Never 5. ********** 20.3%

Policy Information Needs:
Water Port Finance (N=72)

Always 1. ***** 9.7%
2. ******* 15.3%
3. ********** 20.8%
4. ************ 25.0%
Never 5. ************** 29.2%

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

```
Policy Information Needs:
Public or Mass Transit
Finance                           (N=76)

Always  1. *************** 30.3%
        2. ****** 13.2%
        3. ************ 23.7%
        4. ********* 18.4%
Never   5. ******* 14.5%
```

```
Policy Information Needs:
Public or Mass Transit
Operating Subsidies               (N=76)

Always  1. *************** 30.3%
        2. ******* 14.5%
        3. ********* 18.4%
        4. *********** 22.4%
Never   5. ******* 14.5%
```

```
Policy Information Needs:
Public or Mass Transit Capital
and Capital Improvement
Finance                           (N=76)

Always  1. *************** 30.3%
        2. ****** 11.8%
        3. ************* 26.3%
        4. ********* 18.4%
Never   5. ****** 13.2%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Policy Information Needs:
Highways (general) (N=71)

Always 1. ********* 18.3%
2. ************* 25.4%
3. ******** 16.9%
4. ********* 18.3%
Never 5. ********** 21.1%

Policy Information Needs:
Highway Construction and
Design (N=77)

Always 1. ******** 15.6%
2. ************ 24.7%
3. ******* 14.3%
4. ************ 24.7%
Never 5. ********** 20.8%

Policy Information Needs:
Highway Administration (N=72)

Always 1. ********* 18.1%
2. ************** 29.2%
3. ******* 15.3%
4. ******* 15.3%
Never 5. *********** 22.2%

Policy Information Needs:
Highway Bidding and
Purchasing (N=76)

Always 1. ******* 14.5%
2. ********** 21.1%
3. ******** 17.1%
4. ************* 26.3%
Never 5. ********** 21.1%

Policy Information Needs:
Highway Maintenance (N=76)

Always 1. ********** 19.7%
2. ************ 25.0%
3. ******** 17.1%
4. ******** 17.1%
Never 5. ********** 21.1%

Policy Information Needs:
Highway Privatization
Initiatives (N=74)

Always 1. ****** 12.2%
2. ************ 24.3%
3. ********* 18.9%
4. ******** 16.2%
Never 5. ************** 28.4%

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Policy Information Needs:
Highway Safety (general) (N=70)

Always 1. ************ 24.3%
2. *********** 22.9%
3. ************* 25.7%
4. ***** 11.4%
Never 5. ******** 15.7%

Policy Information Needs:
Speed Limits - "55" (N=75)

Always 1. ********** 21.3%
2. ************* 26.7%
3. ********** 20.0%
4. ****** 13.3%
Never 5. ********* 18.7%

Policy Information Needs:
Mandatory Seat Belts (N=73)

Always 1. *************** 30.1%
2. ********** 20.5%
3. ******* 15.1%
4. ********* 19.2%
Never 5. ******* 15.1%

Policy Information Needs:
Vehicle Inspections (N=75)

Always 1. *********** 22.7%
2. *********** 22.7%
3. ********* 18.7%
4. ********* 18.7%
Never 5. ******** 17.3%

Policy Information Needs:
Rail Crossing Safety (N=72)

Always 1. ********* 19.4%
2. ********* 18.1%
3. ************ 23.6%
4. *********** 22.2%
Never 5. ******** 16.7%

Policy Information Needs:
Traffic Laws (general) (N=73)

Always 1. ********* 17.8%
2. ************** 28.8%
3. ************ 24.7%
4. ***** 11.0%
Never 5. ********* 17.8%

Policy Information Needs:
Drunk Driving (N=74)

Always 1. **************** 32.4%
2. ********** 20.3%
3. ****** 12.2%
4. ********** 20.3%
Never 5. ******* 14.9%

Policy Information Needs:
Mandatory Child
Restraints: (N=72)

Always 1. ************ 25.0%
2. ********** 20.8%
3. ******* 13.9%
4. ************ 25.0%
Never 5. ******* 15.3%

Policy Information Needs:
Motorcycle and Moped
Safety (N=74)

Always 1. ********* 17.6%
2. ******** 16.2%
3. ************ 24.3%
4. *********** 23.0%
Never 5. ********* 18.9%

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Policy Information Needs:
Motor Carrier (general) (N=60)

```
Always  1. *********** 23.3%
        2. ******** 16.7%
        3. *************** 30.0%
        4. ******* 15.0%
Never   5. ******* 15.0%
```

Policy Information Needs:
Truck Regulation in
general (N=76)

```
Always  1. ************ 25.0%
        2. ********** 19.7%
        3. ************** 28.9%
        4. ****** 13.2%
Never   5. ****** 13.2%
```

Policy Information Needs:
Economic Regulation of/or Price
Competition for Trucking (N=75)

```
Always  1. ****** 13.3%
        2. ****** 13.3%
        3. ************** 28.0%
        4. ************ 25.3%
Never   5. ********** 20.0%
```

Policy Information Needs:
Truck Weights or Truck Weight
Enforcement (N=76)

```
Always  1. *********** 22.4%
        2. ************** 28.9%
        3. ************* 26.3%
        4. **** 9.2%
Never   5. ****** 13.2%
```

Policy Information Needs:
Freight Service to
Rural Areas (N=72)

```
Always  1. **** 8.3%
        2. ***** 11.1%
        3. **************** 31.9%
        4. ************** 27.8%
Never   5. ********** 20.8%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Motor Vehicle Administration

Policy Information Needs:
Driver's Licensing (N=76)

Always 1. ********** 21.1%
2. ******** 17.1%
3. ********** 19.7%
4. ********** 21.1%
Never 5. ********** 21.1%

Policy Information Needs:
Vehicle Titling and Registration (N=75)

Always 1. *********** 22.7%
2. ****** 13.3%
3. ************ 24.0%
4. ********** 20.0%
Never 5. ********** 20.0%

Policy Information Needs:
Truck Movement Permits (N=76)

Always 1. ******** 17.1%
2. ********** 19.7%
3. ************ 23.7%
4. ********** 19.7%
Never 5. ********** 19.7%

Policy Information Needs:
Railroads (general) (N=65)

Always 1. ****** 12.3%
2. ****** 12.3%
3. *************** 30.8%
4. ********* 18.5%
Never 5. ************* 26.2%

Policy Information Needs:
Expansion or Elimination of Service (N=73)

Always 1. ****** 12.3%
2. ************ 24.7%
3. ************* 26.0%
4. ********* 17.8%
Never 5. ********* 19.2%

Policy Information Needs:
Rail Passenger Service (N=72)

Always 1. ***** 11.1%
2. ****** 15.3%
3. ****** 15.3%
4. ************* 29.2%
Never 5. ************* 29.2%

Policy Information Needs:
Rail "Tourist" Railroads (N=73)

Always 1. ***** 9.6%
2. ***** 11.0%
3. ******** 16.4%
4. ***************** 34.2%
Never 5. ************** 28.8%

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Rail Freight

Policy Information Needs:
Rail Freight Service (N=75)

```
Always  1. **** 9.3%
        2. ***** 10.7%
        3. **************** 33.3%
        4. ************ 24.0%
Never   5. *********** 22.7%
```

Policy Information Needs:
Rail Service Planning (N=73)

```
Always  1. **** 8.2%
        2. ******* 15.1%
        3. **************** 31.5%
        4. *********** 23.3%
Never   5. *********** 21.9%
```

Policy Information Needs:
Track and Equipment
Safety (N=74)

```
Always  1. ****** 12.2%
        2. ******* 13.5%
        3. *********** 21.6%
        4. *************** 31.1%
Never   5. *********** 21.6%
```

Policy Information Needs:
Railroad Company "Spin-off"
New Railroads (N=74)

```
Always  1. **** 8.1%
        2. ***** 9.5%
        3. *********** 21.6%
        4. ***************** 35.1%
Never   5. ************* 25.7%
```

Policy Information Needs:
Service Expansion for
Development (N=73)

```
Always  1. *** 6.8%
        2. ********* 17.8%
        3. ************ 24.7%
        4. *********** 23.3%
Never   5. ************* 27.4%
```

Policy Information Needs:
Economic Regulation of Price
Competition for Railroads (N=73)

```
Always  1. ***** 9.6%
        2. ***** 11.0%
        3. *********** 23.3%
        4. **************** 31.5%
Never   5. ************ 24.7%
```

Policy Information Needs:
Rail Abandonments (N=75)

```
Always  1. ******** 16.0%
        2. ************** 29.3%
        3. *********** 22.7%
        4. ****** 13.3%
Never   5. ********* 18.7%
```

Policy Information Needs:
Public Ownership of
Branch Lines (N=74)

```
Always  1. ******* 13.5%
        2. ***** 9.5%
        3. ************** 28.4%
        4. ************* 25.7%
Never   5. *********** 23.0%
```

Policy Information Needs:
Railroad Mergers (N=74)

```
Always  1. **** 8.1%
        2. ******* 14.9%
        3. ********** 20.3%
        4. ************** 28.4%
Never   5. ************** 28.4%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

```
Policy Information Needs:
Air (general)             (N=60)

Always  1. **** 8.3%
        2. ***** 10.0%
        3. *************** 30.0%
        4. ************ 25.0%
Never   5. ************* 26.7%
```

```
Policy Information Needs:
Air Passenger Service     (N=69)

Always  1. *** 7.2%
        2. ****** 13.0%
        3. ************* 26.1%
        4. *************** 30.4%
Never   5. *********** 23.2%
```

```
Policy Information Needs:
Increased Availability of
Flights and Destinations  (N=71)

Always  1. **** 8.5%
        2. ******** 15.5%
        3. ************* 26.8%
        4. ************ 25.4%
Never   5. ************ 23.9%
```

```
Policy Information Needs:
High Cost of Air Fares    (N=72)

Always  1. *** 5.6%
        2. ****** 12.5%
        3. ************ 23.6%
        4. ************** 29.2%
Never   5. ************** 29.2%
```

```
Policy Information Needs:
Lack of "Hub" Air Service  (N=71)

Always  1. *** 5.6%
        2. ****** 12.7%
        3. ************ 23.9%
        4. *************** 31.0%
Never   5. ************* 26.8%
```

```
Policy Information Needs:
Air Freight Service       (N=70)

Always  1. ** 4.3%
        2. ******* 14.3%
        3. ********** 21.4%
        4. **************** 32.9%
Never   5. ************* 27.1%
```

Airports

```
Policy Information Needs:
Airport Safety and
Security                  (N=75)

Always  1. ****** 13.3%
        2. ****** 12.0%
        3. **************** 33.3%
        4. ******** 17.3%
Never   5. ************ 24.0%
```

```
Policy Information Needs:
Airport Noise and
Congestion                (N=72)

Always  1. ***** 11.1%
        2. ********* 18.1%
        3. *********** 22.2%
        4. ************* 25.0%
Never   5. ************* 23.6%
```

```
Policy Information Needs:
Airport Administration    (N=72)

Always  1. ***** 9.7%
        2. ******* 15.3%
        3. *********** 22.2%
        4. ************* 26.4%
Never   5. ************* 26.4%
```

```
Policy Information Needs:
Airport Placement         (N=71)

Always  1. **** 8.5%
        2. ******** 16.9%
        3. ************** 28.2%
        4. ********** 19.7%
Never   5. ************* 26.8%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

```
Policy Information Needs:
River (general)             (N=60)

Always  1. **** 8.3%
        2. ***** 11.7%
        3. *********** 23.3%
        4. *********** 21.7%
Never   5. ***************** 35.0%
```

```
Policy Information Needs:
Inland Water Ports          (N=73)

Always  1. *** 6.8%
        2. ******* 15.1%
        3. ********** 20.5%
        4. ************** 28.8%
Never   5. ************** 28.8%
```

```
Policy Information Needs:
Barge Services Safety and
Operations                  (N=73)

Always  1. *** 5.5%
        2. ***** 11.0%
        3. ******** 16.4%
        4. **************** 32.9%
Never   5. ***************** 34.2%
```

```
Policy Information Needs:
Lock and Dam Improvement
and Replacement             (N=73)

Always  1. *** 6.8%
        2. ***** 11.0%
        3. ****** 12.3%
        4. ************* 26.0%
Never   5. ********************** 43.8%
```

```
Policy Information Needs:
Ferry Service               (N=73)

Always  1. **** 8.2%
        2. *** 6.8%
        3. *********** 21.9%
        4. *********** 21.9%
Never   5. ******************** 41.1%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

```
Policy Information Needs:
Coastal or Great Lakes
(general)                 (N=67)

Always  1. * 1.5%
        2. ** 4.5%
        3. ****** 13.4%
        4. ********* 17.9%
Never   5. ******************************* 62.7%
```

```
Policy Information Needs:
St. Lawrence Seaway       (N=66)

Always  1. 0.0%
        2. * 1.5%
        3. *** 6.1%
        4. ******* 13.6%
Never   5. *************************************** 78.8%
```

```
Policy Information Needs:
Port Marketing and
Market Shares             (N=70)

Always  1. *** 5.7%
        2. *** 7.1%
        3. ***** 11.4%
        4. ********** 20.0%
Never   5. **************************** 55.7%
```

```
Policy Information Needs:
Port Administration       (N=69)

Always  1. ** 4.3%
        2. *** 7.2%
        3. ****** 13.0%
        4. ********** 20.3%
Never   5. *************************** 55.1%
```

```
Policy Information Needs:
Increased Port Depth      (N=69)

Always  1. *** 7.2%
        2. ****** 11.6%
        3. **** 8.7%
        4. ******** 17.4%
Never   5. *************************** 55.1%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

```
Policy Information Needs:
Port Security             (N=69)

Always  1. * 1.4%
        2. ***** 10.1%
        3. * 2.9%
        4. ************ 24.6%
Never   5. ****************************** 60.9%
```

```
Policy Information Needs:
Ocean Freight (general)   (N=68)

Always  1. ** 4.4%
        2. **** 8.8%
        3. ** 4.4%
        4. *********** 22.1%
Never   5. ****************************** 60.3%
```

```
Policy Information Needs:
Cruise Ships              (N=69)

Always  1. 0.0%
        2. *** 7.2%
        3. *** 5.8%
        4. *********** 23.2%
Never   5. ******************************** 63.8%
```

```
Policy Information Needs:
Ocean Passenger and
Ferrys                    (N=68)

Always  1. * 1.5%
        2. * 2.9%
        3. *** 5.9%
        4. ************** 29.4%
Never   5. ***************************** 60.3%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Policy Information Needs:
Pipelines (general)   (N=65)

```
Always  1. * 1.5%
        2. *** 6.2%
        3. ********** 20.0%
        4. *************** 30.8%
Never   5. ********************* 41.5%
```

Policy Information Needs:
Pipeline Safety   (N=69)

```
Always  1. * 1.4%
        2. ***** 10.1%
        3. ******** 15.9%
        4. *************** 30.4%
Never   5. ********************* 42.0%
```

Policy Information Needs:
Pipeline Abandonment   (N=69)

```
Always  1. 0.0%
        2. *** 7.2%
        3. ******** 17.4%
        4. ************** 27.5%
Never   5. *********************** 47.8%
```

Policy Information Needs:
Pipeline Pollution/
Leaking   (N=67)

```
Always  1. * 1.5%
        2. ***** 10.4%
        3. ****** 13.4%
        4. ***************** 35.8%
Never   5. ******************* 38.8%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Policy Information Needs:
Public or Mass Transit
(general) (N=64)

```
Always  1. ******** 15.6%
        2. ******* 14.1%
        3. ************* 26.6%
        4. *********** 23.4%
Never   5. ********** 20.3%
```

Policy Information Needs:
Mass Transit Administration
(N=73)

```
Always  1. ******** 16.4%
        2. ********* 17.8%
        3. *********** 21.9%
        4. *********** 21.9%
Never   5. *********** 21.9%
```

Policy Information Needs:
Public Transit Passenger Fares
(N=73)

```
Always  1. ********* 19.2%
        2. ****** 12.3%
        3. ******** 16.4%
        4. ************* 26.0%
Never   5. ************* 26.0%
```

Policy Information Needs:
Mass Transit System Start-ups
(N=73)

```
Always  1. ******* 13.7%
        2. ********* 17.8%
        3. ********* 19.2%
        4. ************* 27.4%
Never   5. *********** 21.9%
```

Policy Information Needs:
Mass Transit Maintenance and
Operations (N=72)

```
Always  1. ********* 18.1%
        2. ******** 16.7%
        3. ******** 16.7%
        4. ************** 27.8%
Never   5. ********** 20.8%
```

Policy Information Needs:
Rural Public Transit
(general) (N=69)

```
Always  1. ******** 15.9%
        2. ****** 13.0%
        3. ************* 26.1%
        4. ********* 18.8%
Never   5. ************* 26.1%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Policy Information Needs:
Energy and Mineral Movements (N=63)

Always 1. * 3.2%
2. ********** 20.6%
3. ******** 15.9%
4. ************* 27.0%
Never 5. **************** 33.3%

Policy Information Needs:
Coal Movements (N=73)

Always 1. ***** 9.6%
2. ************* 26.0%
3. ******* 13.7%
4. ********* 19.2%
Never 5. **************** 31.5%

Policy Information Needs:
Mineral Ore and Products Movements (N=72)

Always 1. ** 4.2%
2. ******** 16.7%
3. ******** 16.7%
4. ************* 26.4%
Never 5. ****************** 36.1%

Policy Information Needs:
Oil and Gas Movements (N=70)

Always 1. *** 7.1%
2. ******** 15.7%
3. ********* 18.6%
4. ************ 24.3%
Never 5. ***************** 34.3%

Policy Information Needs:
Agriculture and Timber Movements (N=63)

Always 1. *** 6.3%
2. ********* 17.5%
3. ************ 25.4%
4. ********* 19.0%
Never 5. **************** 31.7%

Policy Information Needs:
Grain, Cotton, Root Crops, and Oil Seed Movements (N=73)

Always 1. **** 8.2%
2. *********** 23.3%
3. ********* 19.2%
4. ************ 24.7%
Never 5. ************ 24.7%

Policy Information Needs:
Livestock Movements (N=70)

Always 1. ** 4.3%
2. ******** 17.1%
3. ************* 27.1%
4. *********** 22.9%
Never 5. ************** 28.6%

Policy Information Needs:
Fresh Produce Movements (N=71)

Always 1. ** 4.2%
2. ********** 19.7%
3. ************ 25.4%
4. ********** 21.1%
Never 5. *************** 29.6%

Policy Information Needs:
Lumber and Wood Products Movements (N=72)

Always 1. ***** 11.1%
2. *********** 22.2%
3. *********** 22.2%
4. ********* 18.1%
Never 5. ************* 26.4%

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

```
Policy Information Needs:
Industrial Movements (general)
                          (N=60)

Always  1. ** 5.0%
        2. ******** 16.7%
        3. *********** 21.7%
        4. ************* 26.7%
Never   5. *************** 30.0%
```

```
Policy Information Needs:
Urban Industrial
Distribution                (N=68)

Always  1. *** 7.4%
        2. ********* 17.6%
        3. ************ 25.0%
        4. ********* 19.1%
Never   5. *************** 30.9%
```

```
Policy Information Needs:
Transportation Liability Insurance
(general)                 (N=57)

Always  1. ******** 15.8%
        2. *************** 29.8%
        3. ************* 26.3%
        4. *** 7.0%
Never   5. ********** 21.1%
```

```
Policy Information Needs:
Liability of Public Bodies
Involving Transportation  (N=77)

Always  1. ******************* 37.7%
        2. ************ 24.7%
        3. *********** 22.1%
        4. *** 6.5%
Never   5. **** 9.1%
```

```
Policy Information Needs:
Liability Insurance for
Common Carriers           (N=73)

Always  1. *********** 21.9%
        2. ******** 16.4%
        3. ****************** 37.0%
        4. ***** 11.0%
Never   5. ******* 13.7%
```

CHAPTER FIVE

Southern Region Transportation Policy Information Needs

Policy Information Needs:
Hazardous Materials Transport
(general) (N=68)

Always 1. *************** 30.9%
2. ********** 20.6%
3. ********* 19.1%
4. ******* 14.7%
Never 5. ******* 14.7%

Policy Information Needs:
Hazardous Materials Routing
Problems and Policies (N=80)

Always 1. ************** 28.7%
2. *************** 30.0%
3. ********* 17.5%
4. **** 8.7%
Never 5. ******* 15.0%

Policy Information Needs:
Hazardous Materials Public
Safety (N=80)

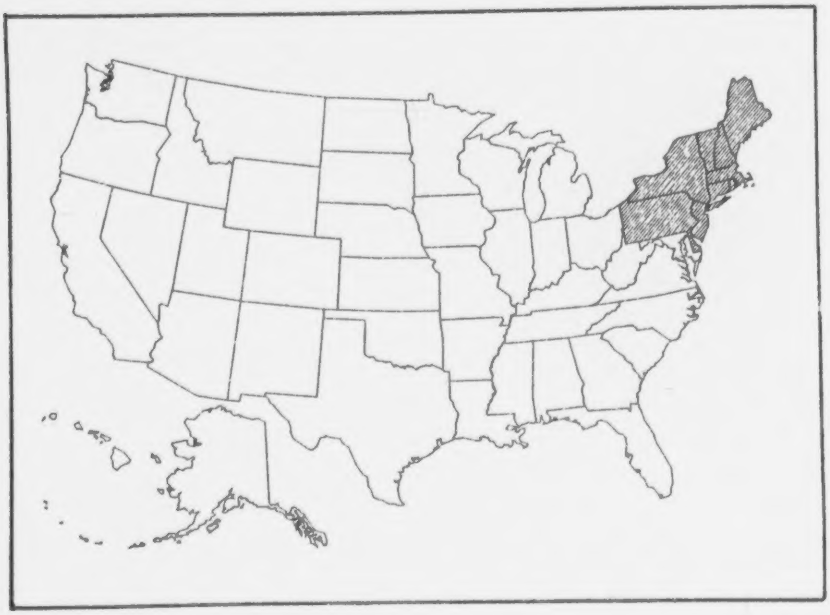
Always 1. **************** 31.3%
2. *************** 28.7%
3. ********* 16.2%
4. ***** 10.0%
Never 5. ******* 13.7%

Policy Information Needs:
Availability of Liability
Insurance for Hazardous Materials
(N=77)

Always 1. ************ 24.7%
2. ************* 26.0%
3. ************* 26.0%
4. ***** 10.4%
Never 5. ****** 13.0%

SOURCE: The Center for Transportation, The Council of State Governments

6 TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS IN THE EASTERN REGION



CHAPTER SIX

TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS IN THE EASTERN REGION

This chapter contains information on the rankings of state transportation issues interest areas for the Eastern region. It also includes information on the magnitude of policy information needs for each transportation issue area which is presented in the form of histograms for ease of interpretation.

Table 6.2 provides the top 20 transportation issues in the Eastern region. As with other regions, transportation finance ranks number one in the East. Unlike other regions, mass transit related issues are significantly more important in the Eastern region than in other parts of the nation. Public transit issues and their rankings were: public transit finance (2nd rank), public transit capital and capital improvement finance (3rd rank), public or mass transit operating subsidies (4th rank), public or mass transit fares (5th rank), liability of public bodies involving transportation (6th rank), public transit in general (7th rank), public transit maintenance and operations (8th rank), public or mass transit administration (9th rank), public or mass transit system start-ups (18th rank).

The rankings of all 106 transportation issues in the Eastern region are given in **Table 6.3**. Highway user taxes, highway spending and highway bonding ranked in eleventh and seventeenth place, respectively.

CHAPTER SIX

Public Transit:
An Illustration of Data Utilization

A variety of issues related to public or mass transit, ranging from such primary concerns as transit finance to matters involving transit maintenance and operations, were of concern to policymakers in the Eastern region. A comparison of the responses on these issues is given in **Table 6.1**.

Table 6.1

Policy Information Needs: Public or Mass Transit Issues

ISSUE	SCALE:	1 (Always)	2	3	4	5 (Never)
Public or Mass Transit						
- finance		36.4%	31.8%	15.9%	11.4%	4.5%
- capital and capital improvement finance		36.4%	29.5%	18.2%	11.4%	4.5%
- operating subsidies		32.6%	32.6%	16.3%	14.0%	4.7%
- passenger fares		36.4%	25.0%	18.2%	13.6%	6.8%
- general		37.8%	18.9%	21.6%	13.5%	8.1%
- maintenance and operations		29.5%	29.5%	18.2%	15.9%	6.8%
- administration		24.4%	33.3%	22.2%	15.6%	4.4%
- system start-ups		20.5%	25.0%	31.8%	13.6%	9.1%

The information in **Table 6.1** was abstracted from the data in the histograms for the Eastern region. Transportation policymakers indicated their information needs on mass transit issues on a five point scale (1 = Always to 5 = Never). The percentage distribution of responses for each level of the five point scale is given for each issue. The states having problems in a given area of mass transit are given in **Chapter 11**.

Table 6.2

Top 20 Transportation Issues - Eastern Region

TRANSPORTATION ISSUE	REGIONAL RANKING	NATIONAL RANKING
Transportation finance (general)	1	1
Public or mass transit finance (general)	2	20
Public or mass transit capital and capital improvement finance	3	23
Public or mass transit operating subsidies	4	24
Public or mass transit passenger fares	5	40
Liability of public bodies involving transportation	6	2
Public or mass transit (general)	7	34
Public or mass transit maintenance and operations	8	43
Public or mass transit administration	9	41
Highway user taxes	10	5
Highway spending	11	3
Transportation planning and integration	12	8*
Urban transportation	13	10
Expansion or elimination of rail service	14	33
Rural transportation	15	11
Hazardous materials transport public safety	16	4
Highway bonding	17	31
Public or mass transit system start-ups	18*	8*
Truck weights or truck weight enforcement	18*	50
Hazardous materials transport (general)	20	6

NOTE: * indicates tied rankings
SOURCE: Center for Transportation, The Council of State Governments

Table 6.3

Rankings of State Transportation Issue Interest Areas: Eastern Region

RANK	TRANSPORTATION ISSUE
1.	Transportation finance (general)
2.	Public or mass transit finance (general)
3.	Public or mass transit capital and capital improvement finance
4.	Public or mass transit operating subsidies
5.	Public or mass transit passenger fares
6.	Liability of public bodies involving transportation
7.	Public or mass transit (general)
8.	Public or mass transit maintenance and operations
9.	Public or mass transit administration
10.	Highway user taxes
11.	Highway spending
12.	Transportation planning and integration
13.	Urban transportation
14.	Expansion or elimination of rail service
15.	Rural transportation
16.	Hazardous materials transport public safety
17.	Highway bonding
18.	Public or mass transit system start-ups (TIE)
18.	Truck weights or truck weight enforcement (TIE)
20.	Hazardous materials transport (general)
21.	Rail passenger service (TIE)
21.	Rail passenger service finance (TIE)
23.	Railroads (general)
24.	Liability insurance (general)
25.	Transportation administration
26.	Availability of liability insurance for hazardous materials transport
27.	Hazardous materials transport routing problems and policies
28.	Highway safety (general)
29.	Liability insurance for common carriers
30.	Highway maintenance
31.	Urban congestion
32.	Rail freight service
33.	Rural public transit (general)
34.	Motor carrier (general)
35.	Truck regulation in general
36.	Drunk driving
37.	Highways (general)
38.	Rail abandonments
39.	Airport finance
40.	Highway privatization initiatives

Table 6.3 (Continued)

Rankings of State Transportation Issue Interest Areas: Eastern Region

RANK	TRANSPORTATION ISSUE
41.	Rail crossing safety (TIE)
41.	Speed limits--"55" (TIE)
43.	Mandatory seat belts
44.	Highway construction and design
45.	Truck movement permits
46.	Vehicle inspections
47.	Rail truck and equipment safety (TIE)
47.	Rail service planning (TIE)
49.	Highway administration
50.	Public ownership of rail branch lines
51.	Highway traffic laws (general)
52.	Economic regulation of/or price competition for trucking
53.	Railroad service expansion for development
54.	Driver's licensing (TIE)
54.	Toll road financing (TIE)
54.	Rail freight service financing (TIE)
57.	Air passenger service
58.	Water port finance
59.	Air (general)
60.	Mandatory child restraints
61.	Economic regulation of/or price competition for railroads (TIE)
61.	Vehicle titling and registration (TIE)
63.	Highway bidding and purchasing
64.	Rail "tourist" railroads
65.	Railroad mergers (TIE)
65.	Railroad company "spin-off" new railroads (TIE)
67.	Increased availability of air flights and destinations
68.	Motorcycle and moped safety
69.	Airport noise and congestion
70.	Airport administration (TIE)
70.	Air carrier subsidy (TIE)
70.	Airport safety and security (TIE)
73.	Truck freight service to rural areas
74.	Airport placement
75.	High cost of air fares
76.	Air freight service
77.	Lack of "hub" air service
78.	Ferry service (river)
79.	Urban industrial distribution
80.	Inland water ports

Table 6.3 (Continued)

Rankings of State Transportation Issue Interest Areas:
Eastern Region

RANK	TRANSPORTATION ISSUE
81.	River (general)
82.	Increased port depth
83.	Port administration
84.	Port marketing and market shares
85.	Lumber and wood products movements
86.	Barge services, safety and operations
87.	Industrial movements
88.	Agricultural and timber movements
89.	Coastal or Great Lakes (general)
90.	Lock and dam improvement and replacement
91.	Pipeline pollution/leaking
92.	Coal movements
93.	Energy and mineral movements
94.	Oil and gas movements (TIE)
94.	Ocean freight (general)(TIE)
96.	Fresh produce movements
97.	Livestock movements
98.	St. Lawrence Seaway
99.	Port security
100.	Mineral ore and products movements (TIE)
100.	Pipeline safety (TIE)
102.	Pipelines (general)
103.	Grain, cotton, root crops and oil seed movement (TIE)
103.	Pipeline abandonment (TIE)
105.	Ocean passenger and ferrys
106.	Cruise ships

Source: The Center for Transportation, The Council of State Governments

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Question 11: In which of the following areas do you need or anticipate needing policy information?

Policy Information Needs:
Transportation
(all modes) (N=42)

```
Always   1. **************** 31.0%
17.4%
         2. *************** 28.6%
         3. ***************** 33.3%
         4. ** 4.8%
Never    5. * 2.4%
```

Policy Information Needs:
Transportation
Administration (N=46)

```
Always   1. ***** 10.9%
         2. ************** 28.3%
         3. ******************* 39.1%
         4. ********** 19.6%
Never    5. * 2.2%
```

Policy Information Needs:
Urban Transportation (N=43)

```
Always   1. ******** 16.3%
         2. *************** 30.2%
         3. ******************** 39.5%
         4. ****** 11.6%
Never    5. * 2.3%
```

Policy Information Needs:
Transportation Planning and
Integration (N=46)

```
Always   1. ********

         2. ************* 26.1%
         3. *********************** 45.7%
         4. ***** 10.9%
Never    5. 0.0%
```

Policy Information Needs:
Rural Transportation (N=43)

```
Always   1. ******** 16.3%
         2. ***************** 34.9%
         3. *************** 30.2%
         4. **** 9.3%
Never    5. **** 9.3%
```

Policy Information Needs:
Urban Congestion (N=39)

```
Always   1. ********** 20.5%
         2. ********* 17.9%
         3. ************** 28.2%
         4. *********** 23.1%
Never    5. ***** 10.3%
```

NOTE: Policy issue areas are organized by function.
The general category titles are underlined.

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

```
Policy Information Needs:
Transportation Finance
(general)                (N=39)

Always  1. ****************** 35.9%
        2. ******************* 38.5%
        3. ****** 12.8%
        4. ***** 10.3%
Never   5. * 2.6%
```

```
Policy Information Needs:

Highway User taxes       (N=43)

Always  1. **************** 32.6%
        2. ************* 25.6%
        3. ********* 18.6%
        4. ****** 11.6%
Never   5. ****** 11.6%
```

```
Policy Information Needs:
Toll Road Financing      (N=42)

Always  1. ****** 11.9%
        2. ********** 21.4%
        3. ************* 26.2%
        4. ****** 11.9%
Never   5. ************** 28.6%
```

```
Policy Information Needs:
Rail Freight Service
Finance                  (N=42)

Always  1. ******* 14.3%
        2. ******** 16.7%
        3. ********** 21.4%
        4. ************* 26.2%
Never   5. ********** 21.4%
```

```
Policy Information Needs:
Air Carrier Subsidy      (N=45)

Always  1. **** 8.9%
        2. ******** 15.6%
        3. *********** 22.2%
        4. ************* 26.7%
Never   5. ************* 26.7%
```

```
Policy Information Needs:
Highway Spending         (N=43)

Always  1. **************** 32.6%
        2. *************** 30.2%
        3. ****** 11.6%
        4. *** 7.0%
Never   5. ********* 18.6%
```

```
Policy Information Needs:

Highway Bonding          (N=41)

Always  1. ***************** 34.1%
        2. ****** 12.2%
        3. ************* 26.8%
        4. *** 7.3%
Never   5. ********** 19.5%
```

```
Policy Information Needs:
Rail Passenger Service
Finance                  (N=44)

Always  1. ********** 20.5%
        2. **************** 31.8%
        3. ********** 20.5%
        4. ******* 13.6%
Never   5. ******* 13.6%
```

```
Policy Information Needs:
Airport Finance          (N=46)

Always  1. ********** 19.6%
        2. ************** 28.3%
        3. ****** 13.0%
        4. ******* 15.2%
Never   5. ************ 23.9%
```

```
Policy Information Needs:
Water Port Finance       (N=42)

Always  1. ******* 14.3%
        2. ********* 19.0%
        3. ********** 21.4%
        4. ******** 16.7%
Never   5. ************** 28.6%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

```
Policy Information Needs:
Public or Mass Transit
Finance                       (N=44)

Always  1. ****************** 36.4%
        2. **************** 31.8%
        3. ******** 15.9%
        4. ***** 11.4%
Never   5. ** 4.5%
```

```
Policy Information Needs:
Public or Mass Transit
Operating Subsidies       (N=43)

Always  1. **************** 32.6%
        2. **************** 32.6%
        3. ******** 16.3%
        4. ******* 14.0%
Never   5. ** 4.7%
```

```
Policy Information Needs:
Public or Mass Transit Capital
and Capital Improvement
Finance                       (N=44)

Always  1. ****************** 36.4%
        2. *************** 29.5%
        3. ********* 18.2%
        4. ***** 11.4%
Never   5. ** 4.5%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Highways (general) (N=42)

Always 1. ******* 14.3%
2. ************ 23.8%
3. *************** 31.0%
4. ******* 14.3%
Never 5. ******** 16.7%

Policy Information Needs:
Highway Construction and
Design (N=42)

Always 1. ***** 9.5%
2. ************ 23.8%
3. ******************* 38.1%
4. *** 7.1%
Never 5. ********** 21.4%

Policy Information Needs:
Highway Administration (N=42)

Always 1. *** 7.1%
2. ************* 26.2%
3. **************** 33.3%
4. ****** 11.9%
Never 5. ********** 21.4%

Policy Information Needs:
Highway Bidding and
Purchasing (N=43)

Always 1. 0.0%
2. *************** 30.2%
3. *************** 30.2%
4. ******** 16.3%
Never 5. *********** 23.3%

Policy Information Needs:
Highway Maintenance (N=43)

Always 1. ********* 18.6%
2. ************** 27.9%
3. ************* 25.6%
4. *** 7.0%
Never 5. ********** 20.9%

Policy Information Needs:
Highway Privatization
Initiatives (N=40)

Always 1. **** 7.5%
2. ******************* 37.5%
3. ************ 25.0%
4. ***** 10.0%
Never 5. ********** 20.0%

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Highway Safety (general) (N=39)

Always 1. ******* 15.4%
2. ************** 28.2%
3. *************** 30.8%
4. ****** 12.8%
Never 5. ****** 12.8%

Policy Information Needs:
Speed Limits - "55" (N=43)

Always 1. ********* 18.6%
2. ******* 14.0%
3. *************** 30.2%
4. *********** 23.3%
Never 5. ******* 14.0%

Policy Information Needs:
Mandatory Seat Belts (N=43)

Always 1. ******** 16.3%
2. ******* 14.0%
3. ***************** 34.9%
4. ******** 16.3%
Never 5. ********* 18.6%

Policy Information Needs:
Vehicle Inspections (N=44)

Always 1. **** 9.1%
2. ********** 20.5%
3. ***************** 34.1%
4. ********** 20.5%
Never 5. ******** 15.9%

Policy Information Needs:
Rail Crossing Safety (N=42)

Always 1. ******** 16.7%
2. ****** 11.9%
3. ****************** 35.7%
4. ************* 26.2%
Never 5. ***** 9.5%

Policy Information Needs:
Traffic Laws (general) (N=43)

Always 1. **** 9.3%
2. ********** 20.9%
3. *************** 30.2%
4. *********** 23.3%
Never 5. ******** 16.3%

Policy Information Needs:
Drunk Driving (N=43)

Always 1. ********** 20.9%
2. ******** 16.3%
3. *************** 30.2%
4. ******* 14.0%
Never 5. ********* 18.6%

Policy Information Needs:
Mandatory Child
Restraints: (N=43)

Always 1. ******* 14.0%
2. ** 4.7%
3. ****************** 37.2%
4. ************* 25.6%
Never 5. ********* 18.6%

Policy Information Needs:
Motorcycle and Moped
Safety (N=41)

Always 1. ***** 9.8%
2. *** 7.3%
3. ****************** 36.6%
4. *********** 22.0%
Never 5. ************ 24.4%

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Motor Carrier (general) (N=36)

Always 1. ***** 11.1%
2. **************** 33.3%
3. *************** 30.6%
4. **** 8.3%
Never 5. ******** 16.7%

Policy Information Needs:
Truck Regulation in general (N=44)

Always 1. ******* 13.6%
2. *************** 29.5%
3. ************* 27.3%
4. ******* 13.6%
Never 5. ******** 15.9%

Policy Information Needs:
Economic Regulation of/or Price Competition for Trucking (N=38)

Always 1. ****** 13.2%
2. ******** 15.8%
3. ************* 26.3%
4. ************* 26.3%
Never 5. ********* 18.4%

Policy Information Needs:
Truck Weights or Truck Weight Enforcement (N=44)

Always 1. ********* 20.5%
2. ************** 29.5%
3. ************ 27.3%
4. **** 9.1%
Never 5. ****** 13.6%

Policy Information Needs:
Freight Service to Rural Areas (N=42)

Always 1. ***** 9.5%
2. ***** 9.5%
3. *************** 31.0%
4. ********** 21.4%
Never 5. ************** 28.6%

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Motor Vehicle Administration

```
Policy Information Needs:
Driver's Licensing        (N=42)

Always  1. ****** 11.9%
        2. ************ 23.8%
        3. ******** 16.7%
        4. ************ 23.8%
Never   5. ************ 23.8%
```

```
Policy Information Needs:
Vehicle Titling and
Registration              (N=41)

Always  1. *** 7.3%
        2. *********** 22.0%
        3. ************* 26.8%
        4. ********** 19.5%
Never   5. ************ 24.4%
```

```
Policy Information Needs:
Truck Movement Permits    (N-40)

Always  1. ***** 10.0%
        2. ************ 25.0%
        3. **************** 32.5%
        4. ***** 10.0%
Never   5. *********** 22.5%
```

```
Policy Information Needs:
Railroads (general)       (N=36)

Always  1. *********** 22.2%
        2. *********** 22.2%
        3. *************** 30.6%
        4. ******* 13.9%
Never   5. ***** 11.1%
```

```
Policy Information Needs:
Rail Passenger Service    (N=44)

Always  1. ********* 18.2%
        2. **************** 31.8%
        3. ************* 27.3%
        4. **** 9.1%
Never   5. ******* 13.6%
```

```
Policy Information Needs:
Expansion or Elimination of
Service                   (N=44)

Always  1. ********** 20.5%
        2. *************** 29.5%
        3. **************** 31.8%
        4. **** 9.1%
Never   5. **** 9.1%
```

```
Policy Information Needs:
Rail "Tourist" Railroads  (N=40)

Always  1. ****** 12.5%
        2. ***** 10.0%
        3. ************** 27.5%
        4. *************** 30.0%
Never   5. ********** 20.0%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Rail Freight

Policy Information Needs:
Rail Freight Service (N=40)

```
Always  1. ********** 20.0%
        2. ****** 12.5%
        3. ********************* 42.5%
        4. ****** 12.5%
Never   5. ****** 12.5%
```

Policy Information Needs:
Rail Service Planning (N=43)

```
Always  1. ****** 11.6%
        2. ********* 18.6%
        3. ***************** 34.9%
        4. ******* 14.0%
Never   5. ********** 20.9%
```

Policy Information Needs:
Track and Equipment
Safety (N=43)

```
Always  1. ****** 11.6%
        2. **** 9.3%
        3. ********************* 41.9%
        4. ************** 27.9%
Never   5. **** 9.3%
```

Policy Information Needs:
Railroad Company "Spin-off"
New Railroads (N=41)

```
Always  1. ***** 9.8%
        2. ****** 12.2%
        3. **************** 31.7%
        4. ************ 24.4%
Never   5. *********** 22.0%
```

Policy Information Needs:
Service Expansion for
Development (N=42)

```
Always  1. ****** 11.9%
        2. ******* 14.3%
        3. *************** 31.0%
        4. ************* 26.2%
Never   5. ******** 16.7%
```

Policy Information Needs:
Economic Regulation of Price
Competition for Railroads (N=41)

```
Always  1. ***** 9.8%
        2. ****** 12.2%
        3. ***************** 34.1%
        4. ************ 24.4%
Never   5. ********** 19.5%
```

Policy Information Needs:
Rail Abandonments (N=43)

```
Always  1. ******* 14.0%
        2. ************* 25.6%
        3. ************* 25.6%
        4. ********** 20.9%
Never   5. ******* 14.0%
```

Policy Information Needs:
Public Ownership of
Branch Lines (N=41)

```
Always  1. ****** 12.2%
        2. *********** 22.0%
        3. *********** 22.0%
        4. ************* 26.8%
Never   5. ******** 17.1%
```

Policy Information Needs:
Railroad Mergers (N=41)

```
Always  1. ***** 9.8%
        2. ***** 9.8%
        3. ***************** 34.1%
        4. ************* 26.8%
Never   5. ********** 19.5%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Air (general) (N=38)

```
Always  1. **** 7.9%
        2. ********** 21.1%
        3. ************* 26.3%
        4. ************* 26.3%
Never   5. ******** 18.4%
```

Policy Information Needs:
Air Passenger Service (N=44)

```
Always  1. ******** 15.9%
        2. ***** 11.4%
        3. *************** 29.5%
        4. ********* 18.2%
Never   5. ************ 25.0%
```

Policy Information Needs:
Increased Availability of
Flights and Destinations (N=44)

```
Always  1. ***** 11.4%
        2. ***** 11.4%
        3. ************* 27.3%
        4. *********** 22.7%
Never   5. ************* 27.3%
```

Policy Information Needs:
High Cost of Air Fares (N=43)

```
Always  1. ** 4.7%
        2. ****** 11.6%
        3. *************** 30.2%
        4. ************* 25.6%
Never   5. ************** 27.9%
```

Policy Information Needs:
Lack of "Hub" Air Service (N=44)

```
Always  1. ** 4.5%
        2. ******* 13.6%
        3. ************ 25.0%
        4. *************** 29.5%
Never   5. ************* 27.3%
```

Policy Information Needs:
Air Freight Service (N=41)

```
Always  1. * 2.4%
        2. ******** 17.1%
        3. ************ 24.4%
        4. ************** 29.3%
Never   5. ************* 26.8%
```

Airports

Policy Information Needs:
Airport Safety and
Security (N=45)

```
Always  1. ****** 13.3%
        2. ****** 13.3%
        3. ****** 13.3%
        4. **************** 33.3%
Never   5. ************* 26.7%
```

Policy Information Needs:
Airport Noise and
Congestion (N=45)

```
Always  1. **** 8.9%
        2. *********** 22.2%
        3. ****** 13.3%
        4. ************* 26.7%
Never   5. ************** 28.9%
```

Policy Information Needs:
Airport Administration (N=45)

```
Always  1. **** 8.9%
        2. ********* 17.8%
        3. ********* 17.8%
        4. ************** 28.9%
Never   5. ************* 26.7%
```

Policy Information Needs:
Airport Placement (N=45)

```
Always  1. **** 8.9%
        2. ******** 15.6%
        3. ******** 15.6%
        4. ************* 26.7%
Never   5. **************** 33.3%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

```
Policy Information Needs:
River (general)           (N=35)

Always  1. 0.0%
        2. ***** 11.4%
        3. ********** 20.0%
        4. *********** 22.9%
Never   5. *********************** 45.7%


Policy Information Needs:
Inland Water Ports        (N=42)

Always  1. *** 7.1%
        2. 0.0%
        3. ********** 21.4%
        4. ************** 28.6%
Never   5. ********************* 42.9%


Policy Information Needs:
Barge Services Safety and
Operations                (N=41)

Always  1. 0.0%
        2. * 2.4%
        3. ************* 26.8%
        4. *********** 22.0%
Never   5. ************************ 48.8%


Policy Information Needs:
Lock and Dam Improvement
and Replacement           (N=41)

Always  1. * 2.4%
        2. * 2.4%
        3. ********** 19.5%
        4. *********** 22.0%
Never   5. *************************** 53.7%


Policy Information Needs:
Ferry Service             (N=41)

Always  1. ** 4.9%
        2. *** 7.3%
        3. ***************** 34.1%
        4. ********** 19.5%
Never   5. ***************** 34.1%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Coastal or Great Lakes
(general) (N=37)

```
Always  1. 0.0%
        2. ********* 18.9%
        3. ** 5.4%
        4. ***** 10.8%
Never   5. ******************************** 64.9%
```

Policy Information Needs:
St. Lavrence Seaway (N=37)

```
Always  1. 0.0%
        2. ******* 13.5%
        3. ** 5.4%
        4. ***** 10.8%
Never   5. *********************************** 70.3%
```

Policy Information Needs:
Port Marketing and
Maiket Shares (N=38)

```
Always  1. ** 5.3%
        2. ***** 10.5%
        3. ***** 10.5%
        4. ******** 15.8%
Never   5. ***************************** 57.9%
```

Policy Information Needs:
Port Administration (N=39)

```
Always  1. **** 7.7%
        2. ** 5.1%
        3. ****** 12.8%
        4. ********* 17.9%
Never   5. **************************** 56.4%
```

Policy Information Needs:
Increased Port Depth (N=38)

```
Always  1. ** 5.3%
        2. ***** 10.5%
        3. ******** 15.8%
        4. **** 7.9%
Never   5. ****************************** 60.5%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Port Security (N=38)

```
Always  1. * 2.6%
        2. * 2.6%
        3. ***** 10.5%
        4. ********** 21.1%
Never   5. ******************************* 63.2%
```

Policy Information Needs:
Ocean Freight (general) (N=38)

```
Always  1. * 2.6%
        2. **** 7.9%
        3. ***** 10.5%
        4. ****** 13.2%
Never   5. ********************************* 65.8%
```

Policy Information Needs:
Cruise Ships (N=38)

```
Always  1. 0.0%
        2. * 2.6%
        3. ** 5.3%
        4. ******** 15.8%
Never   5. ************************************** 76.3%
```

Policy Information Needs:
Ocean Passenger and
Ferrys (N=35)

```
Always  1. 0.0%
        2. * 2.9%
        3. ***** 11.4%
        4. ******* 14.3%
Never   5. *********************************** 71.4%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

```
Policy Information Needs:
Pipelines (general)        (N=37)

Always  1. 0.0%
        2. * 2.7%
        3. ***** 10.8%
        4. ************ 24.3%
Never   5. ******************************* 62.2%
```

```
Policy Information Needs:
Pipeline Safety            (N=40)

Always  1. ** 5.0%
        2. ** 5.0%
        3. ** 5.0%
        4. ****** 12.5%
Never   5. ************************************ 72.5%
```

```
Policy Information Needs:
Pipeline Abandonment       (N=38)

Always  1. * 2.6%
        2. * 2.6%
        3. **** 7.9%
        4. ******** 15.8%
Never   5. *********************************** 71.1%
```

```
Policy Information Needs:
Pipeline Pollution/
Leaking                    (N=38)

Always  1. ** 5.3%
        2. ** 5.3%
        3. **** 7.9%
        4. ********* 18.4%
Never   5. ******************************* 63.2%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Public or Mass Transit
(general) (N=37)

```
Always  1. ******************* 37.8%
        2. ********* 18.9%
        3. *********** 21.6%
        4. ******* 13.5%
Never   5. **** 8.1%
```

Policy Information Needs:
Mass Transit Administration
(N=45)

```
Always  1. ************ 24.4%
        2. **************** 33.3%
        3. *********** 22.2%
        4. ******** 15.6%
Never   5. ** 4.4%
```

Policy Information Needs:
Public Transit Passenger Fares
(N=44)

```
Always  1. ****************** 36.4%
        2. ************ 25.0%
        3. ********* 18.2%
        4. ******* 13.6%
Never   5. *** 6.8%
```

Policy Information Needs:
Mass Transit System Start-ups
(N=44)

```
Always  1. ********** 20.5%
        2. ************ 25.0%
        3. **************** 31.8%
        4. ******* 13.6%
Never   5. **** 9.1%
```

Policy Information Needs:
Mass Transit Maintenance and
Operations (N=44)

```
Always  1. *************** 29.5%
        2. *************** 29.5%
        3. ********* 18.2%
        4. ******** 15.9%
Never   5. *** 6.8%
```

Policy Information Needs:
Rural Public Transit
(general) (N=41)

```
Always  1. ************* 24.4%
        2. ************ 22.0%
        3. ************ 22.0%
        4. *** 7.3%
Never   5. ************* 24.4%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Energy and Mineral
Movements (N=36)

```
Always  1. * 2.8%
        2. *** 5.6%
        3. ***** 11.1%
        4. ********* 19.4%
Never   5. ****************************** 61.1%
```

Policy Information Needs:
Coal Movements (N=40)

```
Always  1. ** 5.0%
        2. ** 5.0%
        3. ***** 10.0%
        4. ******* 15.0%
Never   5. ******************************** 65.0%
```

Policy Information Needs:
Mineral Ore and Products
Movements (N=40)

```
Always  1. ** 5.0%
        2. * 2.5%
        3. ** 5.0%
        4. ********** 20.0%
Never   5. ********************************** 67.5%
```

Policy Information Needs:
Oil and Gas Movements (N=38)

```
Always  1. * 2.6%
        2. ** 5.3%
        3. ****** 13.2%
        4. ******** 15.8%
Never   5. ******************************* 63.2%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Agriculture and Timber
Movements (N=38)

```
Always  1. * 2.6%
        2. ***** 10.5%
        3. ***** 10.5%
        4. ********* 18.4%
Never   5. ***************************** 57.9%
```

Policy Information Needs:
Grain, Cotton, Root Crops,
and Oil Seed Movements (N=40)

```
Always  1. * 2.5%
        2. * 2.5%
        3. **** 7.5%
        4. ********* 17.5%
Never   5. *********************************** 70.0%
```

Policy Information Needs:
Livestock Movements (N=40)

```
Always  1. * 2.5%
        2. * 2.5%
        3. ****** 12.5%
        4. ********** 20.0%
Never   5. ******************************* 62.5%
```

Policy Information Needs:
Fresh Produce Movements (N=39)

```
Always  1. ** 5.1%
        2. ** 5.1%
        3. **** 7.7%
        4. ******* 15.4%
Never   5. ********************************* 66.7%
```

Policy Information Needs:
Lumber and Wood
Products Movements (N=38)

```
Always  1. ** 5.3%
        2. **** 7.9%
        3. ***** 10.5%
        4. ********* 18.4%
Never   5. ***************************** 57.9%
```

CHAPTER SIX

Eastern Region Transportation Policy Information Needs

Policy Information Needs:
Hazardous Materials Transport
(general) (N=40)

Always 1. ***************** 35.0%
2. ***** 10.0%
3. ************ 25.0%
4. ****** 12.5%
Never 5. ********* 17.5%

Policy Information Needs:
Hazardous Materials Routing
Problems and Policies (N=44)

Always 1. *************** 29.5%
2. ******** 15.9%
3. *********** 22.7%
4. ******* 13.6%
Never 5. ********* 18.2%

Policy Information Needs:
Hazardous Materials Public
Safety (N=45)

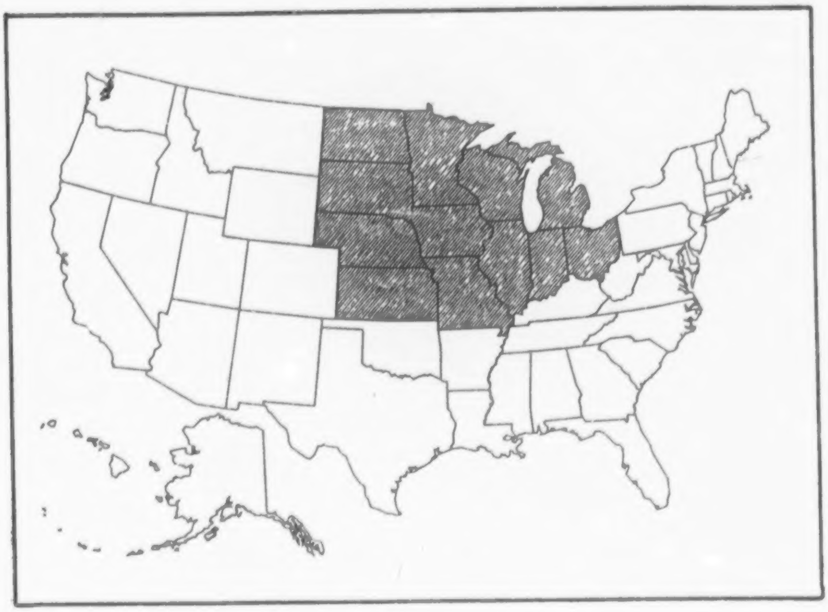
Always 1. ************** 28.9%
2. *********** 22.2%
3. *********** 22.2%
4. ***** 11.1%
Never 5. ******** 15.6%

Policy Information Needs:
Availability of Liability
Insurance for Hazardous Materials
(N=43)

Always 1. *********** 23.3%
2. *********** 23.3%
3. ************* 25.6%
4. ****** 11.6%
Never 5. ******** 16.3%

SOURCE: The Center for Transportation, The Council of State Governments

7 TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS IN THE MIDWESTERN REGION



CHAPTER SEVEN

TRANSPORTATION ISSUES AND POLICY INFORMATION NEEDS IN THE MIDWESTERN REGION

This chapter contains information on the rankings of state transportation issue interest areas for the Midwestern region. It also includes information on the magnitude of policy information needs for each transportation issue area which is presented in the form of histograms for ease of interpretation.

Table 7.2 provides the top 20 transportation issues in the Midwestern region. Several transportation issues had the same ranking regionally and nationally: Transportation finance (first rank), highway spending (third rank), availability of liability insurance for hazardous materials transport (13th rank), truck regulation (15th rank).

Eleven of the top 20 transportation issues in the Midwestern region had a higher ranking and five issues had a lower ranking than their national rankings. The issues which had higher rankings in the Midwestern region included drunk driving, speed limits, motor carrier, highway traffic laws, rail abandonments, and rail crossing safety. In contrast, the issues that had lower regional rankings included transportation planning and integration.

The rankings of all 106 transportation areas in the Midwestern region are given in **Table 7.3**.

CHAPTER SEVEN

Transportation Safety:
An Illustration of Data Utilization

A number of issues related to transportation safety, including highway safety, rail crossing safety, speed limits, drunk driving, and hazardous materials transportation (public safety), emerged as important issue areas on which policymakers in the Midwestern states needed information. A comparison of the responses on these issues is given in **Table 7.1**.

Table 7.1

Policy Information Needs: Transportation Safety Issues

ISSUE	SCALE:	1	2	3	4	5
		(Always)				(Never)
Highway safety		25.0%	26.7%	20.0%	15.0%	13.3%
Rail crossing safety		16.2%	20.6%	35.3%	16.2%	11.8%
Speed limits		26.4%	27.2%	19.4%	8.3%	15.1%
Drunk driving		28.8%	23.3%	23.3%	9.6%	15.1%
Hazardous materials - public safety		23.9%	35.2%	23.9%	8.5%	8.5%

The information in **Table 7.1**, which was abstracted from the histograms for the Midwestern region that accompany this chapter, give an indication of the magnitude or degree of response on specific issues. The states having problems in a given area of transportation safety can be identified by using the information in **Chapter 12**.

Table 7.2

Top 20 Transportation Issues - Midwestern Region

TRANSPORTATION ISSUE	REGIONAL RANKING	NATIONAL RANKING
Transportation finance (general)	1	1
Hazardous materials transport public safety	2	4
Highway spending	3	3
Hazardous materials transport (general)	4	6
Liability of public bodies concerning transportation	5	2
Truck weights or truck weight enforcement	6	8*
Drunk driving	7	14
Speed limits--"55"	8	17
Highway users tax	9	5
Hazardous materials transport routing problems and policies	10	7
Highway safety (general)	11	12
Motor carrier (general)	12	18
Availability of liability insurance for hazardous materials transport	13	13
Rural transportation	14	11
Truck regulation in general	15	15
Mandatory seat belts	16	19
Highway traffic laws (general)	17*	25
Transportation planning and integration	17*	8*
Rail abandonments	19	26
Rail crossing safety	20	30

NOTE: * indicates tied rankings
SOURCE: Center for Transportation, The Council of State Governments

CHAPTER SEVEN

Table 7.3

Rankings of State Transportation Issue Interest Areas: Midwestern Region

RANK	TRANSPORTATION ISSUE
1.	Transportation finance (general)
2.	Hazardous materials transport public safety
3.	Highway spending
4.	Hazardous materials transport (general)
5.	Liability of public bodies concerning transportation
6.	Truck weights or truck weight enforcement
7.	Drunk driving
8.	Speed limits--"55"
9.	Highway users tax
10.	Hazardous materials transport routing problems and policies
11.	Highway safety (general)
12.	Motor carrier (general)
13.	Availability of liability insurance for hazardous materials transport
14.	Rural transportation
15.	Truck regulation in general
16.	Mandatory seat belts
17.	Highway traffic laws (general) (TIE)
17.	Transportation planning and integration (TIE)
19.	Rail abandonments
20.	Rail crossing safety
21.	Urban transportation
22.	Mandatory child restraints
23.	Liability insurance for common carriers
24.	Liability insurance (general)
25.	Transportation administration
26.	Expansion or elimination of rail service
27.	Driver's licensing
28.	Highways (general)
29.	Truck movement permits
30.	Railroads (general)
31.	Rural public transit (general)
32.	Public or mass transit finance
33.	Vehicle titling and registration
34.	Highway maintenance
35.	Grain, cotton, root crops and oil seed movements
36.	Public or mass transit operating subsidies
37.	Truck freight service to rural areas
38.	Rail freight service
39.	Economic regulation of/or price competition for trucking
40.	Public or mass transit capital and capital improvement finance

Table 7.3 (Continued)

Rankings of State Transportation Issue Interest Areas: Midwestern Region

RANK	TRANSPORTATION ISSUE	
41.	Public ownership of rail branch line	(TIE)
41.	Highway administration	(TIE)
43.	Motorcycle and moped safety	
44.	Air (general)	
45.	Vehicle inspections	
46.	Urban congestion	
47.	Agriculture and timber movements	
48.	Highway construction and design	
49.	Rail service planning	
50.	Highway bonding	
51.	Public or mass transit (general)	
52.	Public or mass transit passenger fares	
53.	Railroad mergers	(TIE)
53.	Highway privatization initiative	(TIE)
55.	Public or mass transit maintenance and operations	
56.	Rail company "spin-off" new railroads	(TIE)
56.	Economic regulation of/price competition for railroads	(TIE)
58.	Public or mass transit administration	
59.	Airport noise and congestion	
60.	Railroad track and equipment safety	
61.	Air passenger service	(TIE)
61.	Highway bidding and purchasing	(TIE)
63.	Livestock movements	
64.	Rail service expansion for development	
65.	Coal movements	
66.	Rail passenger service	
67.	Lack of "hub" air service	
68.	Increased availability of air flights and destinations	
69.	Airport finance	
70.	Oil and gas movements	
71.	Lumber and wood products movements	
72.	Rail freight service finance	
73.	Public or mass transit system start-ups	
74.	Airport placement	
75.	Rail passenger service finance	
76.	Urban industrial distribution	
77.	Airport safety and security	
78.	River (general)	(TIE)
78.	Rail "tourist" railroads	(TIE)
80.	High cost of air fares	

Table 7.3 (Continued)

Rankings of State Transportation Issue Interest Areas: Midwestern Region

RANK	TRANSPORTATION ISSUE
81.	Air freight service
82.	Mineral ore and products movements
83.	Toll road financing
84.	Energy and mineral movements
85.	Airport administration
86.	Industrial movements
87.	Pipeline pollution/leaking
88.	Fresh produce movements
89.	Air carrier subsidy
90.	Inland water ports
91.	Water port finance
92.	Pipeline safety
93.	Coastal or Great Lakes (general)
94.	Barge services, safety and operations
95.	Port marketing and market shares
96.	Lock and dam improvement and replacement
97.	Pipelines (general)
98.	Ferry service (river)
99.	St. Lawrence Seaway
100.	Pipeline abandonment
101.	Increased port depth
102.	Port administration
103.	Ocean freight (general)
104.	Port security
105.	Ocean passenger and ferrys
106.	Cruise ships

Source: The Center for Transportation, The Council of State Governments

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Question 11: In which of the following areas do you need or anticipate needing policy information?

Policy Information Needs:
Transportation
(all modes) (N=66)

Always 1. ********** 19.7%
2. *************** 30.3%
3. ***************** 34.8%
4. ******* 13.6%
Never 5. * 1.5%

Policy Information Needs:
Transportation Planning and
Integration (N=71)

Always 1. ***** 9.9%
2. *************** 29.6%
3. ****************** 36.6%
4. ********** 19.7%
Never 5. ** 4.2%

Policy Information Needs:
Transportation
Administration (N=70)

Always 1. ***** 10.0%
2. ********** 20.0%
3. **************** 32.9%
4. *************** 30.0%
Never 5. *** 7.1%

Policy Information Needs:
Rural Transportation (N=67)

Always 1. ****** 13.4%
2. ***************** 34.3%
3. ************ 25.4%
4. *********** 22.4%
Never 5. ** 4.5%

Policy Information Needs:
Urban Transportation (N=70)

Always 1. ***** 10.0%
2. ***************** 34.3%
3. ********** 21.4%
4. ************* 25.7%
Never 5. **** 8.6%

Policy Information Needs:
Urban Congestion (N=70)

Always 1. ****** 12.9%
2. ******** 15.7%
3. ******** 15.7%
4. **************** 32.9%
Never 5. *********** 22.9%

NOTE: Policy issue areas are organized by function.
The general category titles are underlined.

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Midwestern Region Transportation Policy Information Needs

Policy Information Needs:
Transportation Finance
(general) (N=58)

Always 1. ************ 24.1%
2. ****************** 36.2%
3. ************** 27.6%
4. ** 5.2%
Never 5. *** 6.9%

Policy Information Needs:
Highway User Taxes (N=71)

Always 1. ************** 28.2%
2. *********** 22.5%
3. ************ 23.9%
4. ***** 11.3%
Never 5. ******* 14.1%

Policy Information Needs:
Toll Road Financing (N=67)

Always 1. ** 4.5%
2. ****** 13.4%
3. ******* 14.9%
4. *********** 22.4%
Never 5. ********************** 44.8%

Policy Information Needs:
Rail Freight Service
Finance (N=70)

Always 1. ** 4.3%
2. ******* 14.3%
3. ******** 17.1%
4. ************* 27.1%
Never 5. ****************** 37.1%

Policy Information Needs:
Air Carrier Subsidy (N=70)

Always 1. * 2.9%
2. ****** 12.9%
3. ****** 12.9%
4. ********** 21.4%
Never 5. ************************* 50.0%

Policy Information Needs:
Highway Spending (N=72)

Always 1. ************** 29.2%
2. *************** 30.6%
3. ******* 15.3%
4. ****** 12.5%
Never 5. ****** 12.5%

Policy Information Needs:
Highway Bonding (N=70)

Always 1. **** 8.6%
2. ********* 18.6%
3. ************ 24.3%
4. ********** 20.0%
Never 5. ************** 28.6%

Policy Information Needs:
Rail Passenger Service
Finance (N=70)

Always 1. * 1.4%
2. ********** 21.4%
3. ***** 10.0%
4. ************** 28.6%
Never 5. ******************* 38.6%

Policy Information Needs:
Airport Finance (N=71)

Always 1. * 2.8%
2. ********* 18.3%
3. ********** 21.1%
4. ******** 15.5%
Never 5. ********************* 42.3%

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

```
Policy Information Needs:
Water Port Finance        (N=67)

Always  1. ** 4.5%
        2. **** 7.5%
        3. ****** 13.4%
        4. ************ 25.4%
Never   5. ************************ 49.3%
```

```
Policy Information Needs:
Public or Mass Transit
Finance                   (N=72)

Always  1. ********* 18.1%
        2. ********* 19.4%
        3. ******* 13.9%
        4. *********** 22.2%
Never   5. ************* 26.4%
```

```
Policy Information Needs:
Public or Mass Transit
Operating Subsidies       (N=70)

Always  1. ******** 15.7%
        2. ******** 17.1%
        3. ********* 18.6%
        4. ********** 21.4%
Never   5. ************* 27.1%
```

```
Policy Information Needs:
Public or Mass Transit Capital
and Capital Improvement
Finance                   (N=73)

Always  1. ******* 13.7%
        2. ********* 17.8%
        3. ********* 19.2%
        4. *********** 23.3%
Never   5. ************* 26.0%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Policy Information Needs:
Highways (general) (N=67)

```
Always  1. ********** 20.9%
        2. ********* 19.4%
        3. ******* 14.9%
        4. ********* 19.4%
Never   5. ************ 25.4%
```

Policy Information Needs:
Highway Construction and
Design (N=67)

```
Always  1. **** 9.0%
        2. ****** 13.4%
        3. ********** 21.8%
        4. ********* 17.9%
Never   5. ************* 26.9%
```

Policy Information Needs:
Highway Administration (N=68)

```
Always  1. ***** 10.3%
        2. ********* 19.1%
        3. ************* 26.5%
        4. ********* 17.6%
Never   5. ************* 26.5%
```

Policy Information Needs:
Highway Bidding and
Purchasing (N=70)

```
Always  1. ***** 10.0%
        2. ***** 10.0%
        3. ********** 21.4%
        4. ************* 27.1%
Never   5. *************** 31.4%
```

Policy Information Needs:
Highway Maintenance (N=71)

```
Always  1. ******* 14.1%
        2. ******** 15.5%
        3. *************** 29.6%
        4. ******** 16.9%
Never   5. ************ 23.9%
```

Policy Information Needs:
Highway Privatization
Initiatives (N=66)

```
Always  1. **** 7.6%
        2. ********** 19.7%
        3. ********* 18.2%
        4. ************ 24.2%
Never   5. *************** 30.3%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

```
Policy Information Needs:
Highway Safety (general)  (N=60)

Always  1. ************ 25.0%
        2. ************* 26.7%
        3. ********** 20.0%
        4. ******* 15.0%
Never   5. ****** 13.3%
```

```
Policy Information Needs:
Speed Limits - "55"       (N=72)

Always  1. ************* 26.4%
        2. *************** 29.2%
        3. ********* 19.4%
        4. **** 8.3%
Never   5. ******** 16.7%
```

```
Policy Information Needs:
Mandatory Seat Belts      (N=73)

Always  1. ************ 27.4%
        2. ********* 20.5%
        3. ********* 19.2%
        4. ******** 16.4%
Never   5. ******** 16.4%
```

```
Policy Information Needs:
Vehicle Inspections       (N=72)

Always  1. ****** 12.5%
        2. ****** 12.5%
        3. ************* 26.4%
        4. ************* 26.4%
Never   5. *********** 22.2%
```

```
Policy Information Needs:
Rail Crossing Safety      (N=68)

Always  1. ******** 16.2%
        2. ********** 20.6%
        3. ***************** 35.3%
        4. ******** 16.2%
Never   5. ****** 11.8%
```

```
Policy Information Needs:
Traffic Laws (general)    (N=71)

Always  1. ********** 21.1%
        2. ************ 25.4%
        3. ************ 25.4%
        4. ***** 9.9%
Never   5. ********* 18.3%
```

```
Policy Information Needs:
Drunk Driving             (N=73)

Always  1. ************** 28.8%
        2. *********** 23.3%
        3. *********** 23.3%
        4. ***** 9.6%
Never   5. ******* 15.1%
```

```
Policy Information Needs:
Mandatory Child
Restraints:               (N=72)

Always  1. *********** 22.2%
        2. ********* 19.4%
        3. ********** 20.8%
        4. ********* 19.4%
Never   5. ********* 18.1%
```

```
Policy Information Needs:
Motorcycle and Moped
Safety                    (N=71)

Always  1. *** 5.6%
        2. ********** 21.1%
        3. ************* 26.8%
        4. *************** 29.6%
Never   5. ******** 16.9%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Policy Information Needs:
Motor Carrier (general) (N=59)

```
Always  1. ********* 18.6%
        2. ************* 27.1%
        3. ***************** 33.9%
        4. **** 8.5%
Never   5. ****** 11.9%
```

Policy Information Needs:
Truck Regulation in
general (N=70)

```
Always  1. ************ 24.3%
        2. ********** 21.4%
        3. ************** 28.6%
        4. ***** 10.0%
Never   5. ******** 15.7%
```

Policy Information Needs:
Economic Regulation of/or Price
Competition for Trucking (N=69)

```
Always  1. ****** 13.0%
        2. ******* 14.5%
        3. ************ 24.6%
        4. ************* 26.1%
Never   5. *********** 21.7%
```

Policy Information Needs:
Truck Weights or Truck Weight
Enforcement (N=72)

```
Always  1. ************** 29.2%
        2. ********* 18.1%
        3. **************** 31.9%
        4. *** 6.9%
Never   5. ******* 13.9%
```

Policy Information Needs:
Freight Service to
Rural Areas (N=69)

```
Always  1. ******* 14.5%
        2. ****** 13.0%
        3. ************* 26.1%
        4. *********** 23.2%
Never   5. *********** 23.2%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Motor Vehicle Administration

Policy Information Needs:
Driver's Licensing (N=70)

Always 1. ******** 17.1%
2. *********** 21.4%
3. ********** 20.0%
4. *********** 21.4%
Never 5. ********** 20.0%

Policy Information Needs:
Truck Movement Permits (N-72)

Always 1. ******* 15.3%
2. ******* 15.3%
3. **************** 31.9%
4. ******** 16.7%
Never 5. ********** 20.8%

Policy Information Needs:
Vehicle Titling and
Registration (N=71)

Always 1. ******** 16.9%
2. ******** 16.9%
3. ********* 18.3%
4. ************ 25.4%
Never 5. *********** 22.5%

Policy Information Needs:
Railroads (general) (N=61)

Always 1. ******* 14.8%
2. ******** 16.4%
3. ************** 27.9%
4. ********** 21.3%
Never 5. ********** 19.7%

Policy Information Needs:
Expansion or Elimination of
Service (N=67)

Always 1. ********* 19.4%
2. ********** 20.9%
3. ******** 16.4%
4. *********** 22.4%
Never 5. ********** 20.9%

Policy Information Needs:
Rail Passenger Service (N=68)

Always 1. *** 7.4%
2. ******** 16.2%
3. ****** 11.8%
4. ************* 26.5%
Never 5. ******************* 38.2%

Policy Information Needs:
Rail "Tourist" Railroads (N=66)

Always 1. *** 6.1%
2. **** 9.1%
3. ********** 19.7%
4. ************* 25.8%
Never 5. ******************* 39.4%

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Rail Freight

Policy Information Needs:
Rail Freight Service (N=66)

```
Always  1. ******* 13.6%
        2. ********** 19.7%
        3. ********** 21.2%
        4. ******* 15.2%
Never   5. *************** 30.3%
```

Policy Information Needs:
Rail Service Planning (N=69)

```
Always  1. ***** 10.1%
        2. ******** 17.4%
        3. ********* 18.6%
        4. ************** 29.0%
Never   5. ************ 24.6%
```

Policy Information Needs:
Track and Equipment
Safety (N=69)

```
Always  1. **** 8.7%
        2. ***** 10.1%
        3. *********** 23.2%
        4. ************** 29.0%
Never   5. ************** 29.0%
```

Policy Information Needs:
Railroad Company "Spin-off"
New Railroads (N=68)

```
Always  1. ****** 11.8%
        2. ******** 16.2%
        3. ****** 13.2%
        4. ************ 23.5%
Never   5. ***************** 35.3%
```

Policy Information Needs:
Service Expansion for
Development (N=66)

```
Always  1. **** 9.1%
        2. ******* 13.6%
        3. ******** 16.7%
        4. ************ 25.8%
Never   5. ***************** 34.8%
```

Policy Information Needs:
Economic Regulation of Price
Competition for Railroads (N=68)

```
Always  1. ****** 11.8%
        2. ****** 13.2%
        3. ********* 17.6%
        4. ************ 23.5%
Never   5. ***************** 33.8%
```

Policy Information Needs:
Rail Abandonments (N=70)

```
Always  1. ************ 24.3%
        2. ********** 21.4%
        3. ************ 24.3%
        4. **** 8.6%
Never   5. ********** 21.4%
```

Policy Information Needs:
Public Ownership of
Branch Lines (N=68)

```
Always  1. ***** 10.3%
        2. ********** 20.6%
        3. *********** 22.1%
        4. *********** 22.1%
Never   5. ************ 25.0%
```

Policy Information Needs:
Railroad Mergers (N=68)

```
Always  1. ****** 11.8%
        2. ******* 14.7%
        3. ********* 17.6%
        4. ************ 23.5%
Never   5. **************** 32.4%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Policy Information Needs:
Air (general) (N=61)

Always 1. **** 8.2%
2. ********** 19.7%
3. ************** 27.9%
4. ********** 19.7%
Never 5. ************ 24.6%

Policy Information Needs:
Increased Availability of
Flights and Destinations (N=70)

Always 1. *** 7.1%
2. ***** 11.4%
3. ********* 18.6%
4. ************* 27.1%
Never 5. ****************** 35.7%

Policy Information Needs:
Lack of "Hub" Air Service (N=70)

Always 1. * 2.9%
2. ******* 14.3%
3. ************* 25.7%
4. ********** 21.4%
Never 5. ****************** 35.7%

Policy Information Needs:
Air Passenger Service (N=70)

Always 1. *** 7.1%
2. ******** 15.7%
3. *********** 22.9%
4. ********* 18.6%
Never 5. ****************** 35.7%

Policy Information Needs:
High Cost of Air Fares (N=70)

Always 1. ** 4.3%
2. ***** 10.0%
3. ************ 24.3%
4. ********* 18.6%
Never 5. ********************* 42.9%

Policy Information Needs:
Air Freight Service (N=70)

Always 1. * 2.9%
2. ***** 10.0%
3. ************ 24.3%
4. *********** 22.9%
Never 5. ******************** 40.0%

Airports

Policy Information Needs:
Airport Safety and
Security (N=71)

Always 1. *** 5.6%
2. ******* 14.1%
3. ******** 15.5%
4. ********** 21.1%
Never 5. ********************** 43.7%

Policy Information Needs:
Airport Administration (N=70)

Always 1. * 2.9%
2. ***** 10.0%
3. ********** 20.0%
4. *********** 22.9%
Never 5. ********************** 44.3%

Policy Information Needs:
Airport Noise and
Congestion (N=72)

Always 1. **** 8.3%
2. ********* 18.1%
3. ********* 18.1%
4. ********* 19.4%
Never 5. ****************** 36.1%

Policy Information Needs:
Airport Placement (N=70)

Always 1. *** 5.7%
2. ***** 10.0%
3. ********** 20.0%
4. ************* 27.1%
Never 5. ****************** 37.1%

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

```
Policy Information Needs:
River (general)           (N=60)

Always  1. * 3.3%
        2. ****** 13.3%
        3. ********* 18.3%
        4. ************* 26.7%
Never   5. ******************* 38.3%
```

```
Policy Information Needs:
Inland Water Ports        (N=69)

Always  1. ** 4.3%
        2. **** 8.7%
        3. ******** 15.9%
        4. ********** 20.3%
Never   5. ************************* 50.7%
```

```
Policy Information Needs:
Barge Services Safety and
Operations                (N=68)

Always  1. * 1.5%
        2. ***** 10.3%
        3. ****** 11.8%
        4. ************ 23.5%
Never   5. ************************** 52.9%
```

```
Policy Information Needs:
Lock and Dam Improvement
and Replacement           (N=68)

Always  1. ** 4.4%
        2. ** 4.4%
        3. ****** 13.2%
        4. ********* 19.1%
Never   5. ***************************** 58.8%
```

```
Policy Information Needs:
Ferry Service             (N=68)

Always  1. * 2.9%
        2. * 2.9%
        3. ******* 14.7%
        4. ********* 19.1%
Never   5. ****************************** 60.3%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

```
Policy Information Needs:
Coastal or Great Lakes
(general)                 (N=67)

Always  1. *** 6.0%
        2. **** 7.5%
        3. ****** 13.4%
        4. ******* 14.9%
Never   5. ***************************** 58.2%
```

```
Policy Information Needs:
St. Lawrence Seaway       (N=67)

Always  1. *** 6.0%
        2. * 3.0%
        3. **** 7.5%
        4. ********* 17.9%
Never   5. ********************************* 65.7%
```

```
Policy Information Needs:
Port Marketing and
Market Shares             (N=68)

Always  1. * 2.9%
        2. ***** 10.3%
        3. *** 7.4%
        4. *********** 22.1%
Never   5. **************************** 57.4%
```

```
Policy Information Needs:
Port Administration       (N=66)

Always  1. * 1.5%
        2. * 3.0%
        3. **** 9.1%
        4. ********** 19.7%
Never   5. ********************************* 66.7%
```

```
Policy Information Needs:
Increased Port Depth      (N=66)

Always  1. * 1.5%
        2. * 1.5%
        3. ***** 12.1%
        4. ********* 21.2%
Never   5. ******************************* 63.6%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

```
Policy Information Needs:
Port Security              (N=66)

Always  1. 0.0%
        2. * 1.5%
        3. **** 7.6%
        4. ********* 18.2%
Never   5. ************************************ 72.7%
```

```
Policy Information Needs:
Ocean Freight (general)    (N=65)

Always  1. * 1.5%
        2. * 3.1
        3. * 3.1%
        4. ********** 20.0%
Never   5. ************************************ 72.3%
```

```
Policy Information Needs:
Cruise Ships               (N=66)

Always  1. 0.0%
        2. 0.0%
        3. * 3.0
        4. ******* 15.2%
Never   5. ***************************************** 81.8%
```

```
Policy Information Needs:
Ocean Passenger and
Ferrys                     (N=64)

Always  1. * 1.6%
        2. 0.0%
        3. ** 4.7%
        4. ***** 10.9%
Never   5. ***************************************** 82.8%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Policy Information Needs:
Pipelines (general)   (N=62)

```
Always  1. ** 4.8%
        2. ** 4.8
        3. ***** 11.3%
        4. ********* 19.4%
Never   5. ****************************** 59.7%
```

Policy Information Needs:
Pipeline Safety   (N=67)

```
Always  1. *** 6.0%
        2. * 3.0%
        3. ********* 19.4%
        4. ********* 19.4%
Never   5. ************************** 52.2%
```

Policy Information Needs:
Pipeline Abandonment   (N=67)

```
Always  1. * 1.5%
        2. * 3.0%
        3. ****** 13.4
        4. ********** 20.9%
Never   5. ****************************** 61.2%
```

Policy Information Needs:
Pipeline Pollution/
Leaking   (N=67)

```
Always  1. ** 4.5%
        2. **** 9.0%
        3. ********** 20.9%
        4. ******* 14.9%
Never   5. ************************* 50.7%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Policy Information Needs:
Public or Mass Transit
(general) (N=64)

Always 1. **** 9.4%
2. ******** 17.2%
3. ************ 25.0%
4. ******** 17.2%
Never 5. *************** 31.3%

Policy Information Needs:
Mass Transit Administration
(N=68)

Always 1. *** 5.9%
2. ******** 16.2%
3. ************** 27.9%
4. ******** 16.2%
Never 5. ***************** 33.8%

Policy Information Needs:
Public Transit Passenger Fares
(N=65)

Always 1. **** 9.2%
2. ******* 15.4%
3. ************* 26.2%
4. ******** 16.9%
Never 5. **************** 32.3%

Policy Information Needs:
Mass Transit System Start-ups
(N=69)

Always 1. *** 5.8%
2. **** 8.7%
3. *********** 21.7%
4. ************** 27.5%
Never 5. ****************** 36.2%

Policy Information Needs:
Mass Transit Maintenance and
Operations (N=68)

Always 1. *** 7.4%
2. ********* 17.6%
3. *********** 22.1%
4. ********** 20.6%
Never 5. **************** 32.4%

Policy Information Needs:
Rural Public Transit
(general) (N=65)

Always 1. ******** 16.9%
2. ********* 18.5%
3. *********** 23.1%
4. ******* 15.4%
Never 5. ************* 26.2%

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

```
Policy Information Needs:
Energy and Mineral
Movements                 (N=59)

Always  1. ** 5.1%
        2. *** 6.8
        3. ********** 20.3%
        4. ************* 27.1%
Never   5. ******************** 40.7%
```

```
Policy Information Needs:
Coal Movements            (N=67)

Always  1. **** 9.0%
        2. ******* 14.9%
        3. ****** 13.4%
        4. *********** 22.4%
Never   5. ******************** 40.3%
```

```
Policy Information Needs:
Mineral Ore and Products
Movements                 (N=65)

Always  1. *** 6.2%
        2. **** 9.2%
        3. ******** 16.9%
        4. ************ 24.6%
Never   5. ********************* 43.1%
```

```
Policy Information Needs:
Oil and Gas Movements     (N=61)

Always  1. **** 8.2%
        2. ***** 9.8%
        3. ******** 16.4%
        4. ************** 27.9%
Never   5. ******************* 37.7%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

```
Policy Information Needs:
Agriculture and Timber
Movements                 (N=61)

Always  1. ***** 9.8%
        2. ********** 19.7%
        3. ************ 24.6%
        4. ****** 13.1%
Never   5. **************** 32.8%
```

```
Policy Information Needs:
Grain, Cotton, Root Crops,
and Oil Seed Movements    (N=68)

Always  1. ******** 16.2%
        2. ********* 17.6%
        3. *********** 22.1%
        4. ****** 11.8%
Never   5. **************** 32.4%
```

```
Policy Information Needs:
Livestock Movements       (N=68)

Always  1. *** 7.4%
        2. ******* 14.7%
        3. ************ 25.0%
        4. ******* 14.7%
Never   5. ******************* 38.2%
```

```
Policy Information Needs:
Fresh Produce Movements   (N=68)

Always  1. 0.0%
        2. ***** 10.3%
        3. ********** 20.6%
        4. ************** 27.9%
Never   5. ******************** 41.2%
```

```
Policy Information Needs:
Lumber and Wood
Products Movements        (N=67)

Always  1. **** 9.0%
        2. **** 9.0%
        3. ******** 16.4%
        4. ************* 26.9%
Never   5. ******************* 38.8%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

```
Policy Information Needs:
Industrial Movements (general)
                          (N=60)

Always  1. * 1.7%
        2. **** 8.3%
        3. ************ 25.0%
        4. *********** 21.7%
Never   5. ********************* 43.3%
```

```
Policy Information Needs:
Urban Industrial
Distribution              (N=64)

Always  1. * 1.6%
        2. ******* 14.1%
        3. *********** 21.9%
        4. ************ 25.0%
Never   5. ******************* 37.5%
```

```
Policy Information Needs:
Transportation Liability Insurance
(general)                 (N=54)

Always  1. ******* 14.8%
        2. ************** 27.8%
        3. ************** 27.8%
        4. *** 7.4%
Never   5. *********** 22.2%
```

```
Policy Information Needs:
Liability of Public Bodies
Involving Transportation  (N=71)

Always  1. ********** 19.7%
        2. ****************** 36.6%
        3. ************ 23.9%
        4. **** 8.5%
Never   5. ***** 11.3%
```

```
Policy Information Needs:
Liability Insurance for
Common Carriers           (N=68)

Always  1. ********* 19.1%
        2. ********* 19.1%
        3. ************* 26.5%
        4. ********** 20.6%
Never   5. ******* 14.7%
```

CHAPTER SEVEN

Midwestern Region Transportation Policy Information Needs

Policy Information Needs:
Hazardous Materials Transport
(general) (N=58)

Always 1. *********** 22.4%
2. ***************** 34.5%
3. *********** 22.4%
4. ***** 10.3%
Never 5. ***** 10.3%

Policy Information Needs:
Hazardous Materials Routing
Problems and Policies (N=72)

Always 1. ********* 18.1%
2. ***************** 34.7%
3. ************ 25.0%
4. ****** 12.5%
Never 5. ***** 9.7%

Policy Information Needs:
Hazardous Materials Public
Safety (N=71)

Always 1. ************ 23.9%
2. ***************** 35.2%
3. ************ 23.9%
4. **** 8.5%
Never 5. **** 8.5%

Policy Information Needs:
Availability of Liability
Insurance for Hazardous Materials
(N=70)

Always 1. ********* 18.6%
2. ************* 27.1%
3. *************** 31.4%
4. ***** 11.4%
Never 5. ***** 11.4%

SOURCE: The Center for Transportation, The Council of State Governments

8 TRANSPORTATION PROBLEMS AND THE STATES: CURRENT AND FUTURE TRENDS

WA
MT
ND
MN
NH
ME
VT
OR
ID
SD
WI
MI
NY
MA
WY
RI
CT
IA
PA
NE
NV
UT
CO
IL
IN
OH
NJ
DE
DC
CA
KS
MO
WV
VA
MD
KY
TN
NC
OK
AZ
NM
AR
SC
(CM)
(GU)
(AS)
MS
AL
GA
LA
TX
HI
AK
FL
(PR)
(VI)

CHAPTER EIGHT

TRANSPORTATION PROBLEMS AND THE STATES: CURRENT AND FUTURE TRENDS

A second major component of the Center for Transportation survey asked the key transportation decision makers in each state to tell, in their own words, the most important short-term (1987) and long-term transportation problems facing their state. While not every respondent answered these questions, we received enough answers to get a good idea of the concerns facing policymakers in 1987 and beyond.

We compiled the responses first by geographical region (East, South, Midwest, and West), and then by the time-line (current as of 1987, or long-term) of the response within each region. At this point, with current and long-term concern categories established for each region, we began a more thorough study of each category.

As we analyzed the responses in each category it became apparent that the responses could be broken down further into groups according to subject. For example, "funding", "finance", "inflation", and even "$", all indicated the same subject area of concern--money. Groupings for commentary data are by their very nature somewhat subjective, and can be criticized for burying issues which a reader may think should have a higher priority. Also, a problem with subjective data of this nature is that any comment might possibly go in one of several overlapping categories. No attempt was made to rectify this conflict. However, a consistency of sorting was established by assigning the complete sort to a single individual. That person chose a fairly strict literal standard by which to categorize, so that little or no attempt was made to read additional meaning into the variety of comments. In this manner, a degree of consistency was achieved in the myriad of sort decisions which were entailed.

Eventually, grouping the survey responses by subject matter produced 14 major subject areas for each current and long-term concern category in each geographical region. The relative importance of each subject area was suggested by the number of responses.

Merged Category Rankings

The 14 subject areas (listed in order of the total number of responses each received from the two questions in the survey) became:

1. Transportation Finance
2. Transportation Administration
3. Transportation Safety
4. Urban/Rural Transportation
5. Maintenance
6. Railways
7. Air Transportation
8. Highways
9. Transportation Regulation
10. Motor Carriers
11. Economic Development
12. Insurance/Liability
13. Ports/Waterways
14. Environmental Concerns

The order of subject area importance differed only slightly between overall concerns and current ones. More differences appeared, however, when the subject areas for long-term concerns fell into order. Some of this differentiation resulted because almost all respondents listed short-term concerns, while considerably fewer answered the question concerning long-term concerns.

CHAPTER EIGHT

Short Term Categories

Responses to the question, "Briefly, what are the three most important transportation problems facing your state in 1987?", were tabulated according to the methodology described above, resulting in the following ranking of categories of responses:

1. Transportation Finance
2. Transportation Safety
3. Transportation Administration
4. Urban/Rural Transportation
5. Maintenance
6. Railways
7. Highways
8. Air Transportation
9 Transportation Regulation
10. Motor Carriers
11. Insurance/Liability
12. Ports/Waterways
13. Economic Development
14. Environmental Concerns

Long Term Categories

Responses to the question, "Briefly, what are the three most important long range problems facing your state?", were tabulated according to the previously-described methodology, resulting in the following ranking of categories of responses:

1. Transportation Finance
2. Transportation Administration
3. Urban/Rural Transportation
4. Maintenance
5. Transportation Safety
6. Air Transportation
7. Railways

8. Highways
9. Transportation Regulation
10. Economic Development
11. Motor Carriers
12. Ports/Waterways
13. Insurance/Liability
14. Environmental Concerns

A more detailed outline of subject areas for short-term issues appears in **Table 8.1**. A corresponding outline for long-term issues is in **Table 8.2**. The frequencies of responses by major subject areas and sub-areas are shown in each of these tables.

Rankings of the 14 subject areas are also arranged by geographic region and by short-term and long-term. These rankings are found in **Tables 8.3 and 8.4**. Not every region contains all 14 issues because the survey respondents did not always state concerns in every subject area.

State-by-state responses categorized into subject areas are outlined in **Chapters 9 through 12**. The actual written answers of the survey respondents are also given in these chapters.

Consolidated Category Overview

A brief analysis and summary of each subject area follows.

Transportation Finance

Not surprisingly, money concerns generated by far the most response, and came up on top in every category, including long-term, short-term, and consolidated, and in every geographical region. This response, as well as a review of the individual responses, tends to validate the objective component of the survey, where transportation finance came out on top. About one-third of both the short-term and long-term responses concerned finance.

Proportionally, the East had the highest number of listings of finance as a long-term problem, while the southern region had the lowest proportion. On short-term, the Western region was just barely the highest proportionately, and the southern region was the lowest. Short-term regional variations did not appear to be proportionately as significant as long term regional variations.

A number of significant sub-topics were apparent within this category. In both short-term and long-term groupings, major sub-categories included general transportation finance comments, general finance comments relating to the federal level, general finance comments relating to the state level, general finance comments concerning construction and maintenance, highway finance comments generally, highway finance for construction/maintenance, highway finance on the federal level, mass transit finance, rail finance, ports/waterways finance, air finance, ferry finance, motor carrier finance, and miscellaneous finance concerns. Minor unique short-term sub-categories were state highway finance and state highway improvement. A minor unique long-term sub-category was miscellaneous highway finance.

Among the transportation modes of short-term concern, highway finance received the overwhelming focus of interest. It gathered slightly more than twice as many comments as the next transportation mode of concern, which was mass transit. Other modes received only a few short-term comments. Regionally, in this short-term analysis, the East stands out as unique in its funding preferences, with comments concerning highway and mass transit being equal. Other than this feature, no outstanding uniqueness is apparent among regional funding concerns.

Among the transportation modes of long-term concern, highway finance again received the overwhelming focus of interest, far more so than the next competing mode, mass transit. Regionally, the "Eastern" distinction which showed up so plainly in the categorization of short-term comments is still apparent.

For both the long-term and short-term categorizations on financing of the different transportation modes, some modal preference may be buried in the general transportation finance comments. However, in the world of political players, those groups having a greater number of issue specific advocates often assert a greater influence. This would seem to indicate that, other than in the East, policymakers are still inclined to continue the traditional preference given to highways.

A minor surprise, in light of the incredible growth in air passenger transportation, was the relative lack of concern for air funding expressed by state policymakers. Speculative reasons for this may be: (1) the dominant role of the federal government in funding major air carrier airports, (2) the fact that airports in many states are municipally controlled, and that the historic state role is not seen as significant, and (3) the perception of the policy club that existing tax levels and systems are sufficient to meet growth needs without drastic change.

Transportation Administration

Administration ranked second overall, second as a long-term category, and third as a short-term category in terms of number of responses. Regionally, in short-term interest, it ranked third in the West, third in the south, sixth in the East, and fourth in the Midwest. As a long-term interest it ranked second in all regions of the country.

The South had the highest relative interest in administration, with about 24 percent of long-term concerns and 18 percent of short-term concerns focusing on a variety of administrative problems. Relative to the South, the other regions clustered at significantly lower proportions of response for both long-term and short-term concerns about administration.

Within the general topic of administration, sub-categories of both long-term and short-term concerns included planning/development, management, coordination, personnel, public relations, and miscellaneous. For short-term concerns, management comments came out as the top sub-category, followed by planning/ development. For long-term concerns, this order was significantly reversed, and planning/ development lead as a sub-category with almost twice as many comments as had management.

Regionally, for both long-term and short-term concerns, the South stood out strongly as the area with the greatest interest in administration issues, as expressed in quantity of survey comments.

Transportation Safety

Categorically, safety ranked third overall, second as a short-term concern, and fifth as a long-term concern. Regionally, in short-term interest, it ranked second in the West, second in the South, second in the East, and second in the Midwest. Numerically, as a long-term concern, by region, it ranked fourth in the West, fourth in the South, ninth in the East, and eighth in the Midwest.

The South had the highest relative interest in safety. Eleven percent of long-term concern comments, and twenty percent of short-term concern comments, related to safety in the South. The West was next in both its long-term and short-term comments dealing with safety. The East and Midwest trailed with approximately equal proportional interest in safety.

Within sub-categories, for both short-term and long-term concerns, safety divided into general safety-related comments, comments concerning hazardous materials transportation, highway safety generally, alcohol-drug related highway safety problems, highway speed limit concerns, seat belt safety, pipeline safety, motor carrier safety, mass transit safety, rail safety, air safety, and miscellaneous safety concerns. When all highway-related safety concerns were aggregated, highway safety concerns became the top safety concern. This was true for both long-term and short-term concerns. However, as a single topic, for both long-term and short-term, hazardous materials movement stood out as the top concern.

Regionally, the South overall expressed the greatest volume of concerns about safety-related issues. In terms of the issue of hazardous materials movement, the greatest number of expressions of interest in the topic came from the South and West.

Urban/Rural Transportation

Categorically, urban/rural transportation concern comments ranked fourth on the consolidated ranking, fourth on short term responses, and third on long-term responses. In the regional short-term tallies, it was fourth in the West, fifth in the South, fifth in the East, and sixth in the Midwest. For the long-term, numerically, it ranked third in the West, fifth in the South, third in the East, and fourth in the Midwest.

Generally, survey respondents cited urban transportation problems more often than rural ones, for both long-term and short-term tallies. The only region where urban transportation concerns did not outweigh rural ones was in the Midwest. There, urban and rural received equal billing as long-term issues. Respondents from the Midwest mentioned rural transportation problems more often than did respondents from other regions.

Urban traffic congestion was the central theme of most comments categorized as specifically urban. No such central issue was apparent for the rural responses, which covered a wide array of problem areas.

An area requiring more attention revealed by the in survey design is shown in the "special needs" category of urban/rural transportation. The special need most often cited here was that of adequate transportation for the elderly and handicapped. Respondents from all geographic regions mentioned the needs of these two groups of people as being both short-term and long-term concerns. Another special need, interesting because of its uniqueness, was a long-term comment concerning the lack of adequate public transportation on Indian reservations. The comment came from the West.

Maintenance

Categorically, maintenance issues ranked fifth overall, fifth in the short-term responses, and fourth in the grouping of long-term responses. Regionally, in short-term interest, it ranked ninth in the West, fourth in the South, fourth in the East, and eighth in the Midwest. Numerically, by region, as a long-term interest, it was ranked sixth in the West, third in the South, fifth in the East, and third in the Midwest.

In terms of special sub-categories of interest in maintenance, highway maintenance ranked as the top maintenance sub-category, for long-term and short- term, and in all four regions.

Railways

Categorically, railways ranked sixth overall, sixth as a short-term concern, and seventh as a long-term concern in terms of number of responses. Regionally, in short-term interest, it ranked highest in the Midwest, where it was third. As a short-term concern, for the remainder of the regions, it was ranked seventh in the West, tenth in the South, and seventh in the East. As a long-term concern, it ranked sixth in the Midwest, ninth in the West, tenth in the South, and sixth in the East.

Proportionally, for both the short-term and the long-term, the greatest number of responses came from the Midwest.

Among short-term issues the special sub-category most often mentioned was concern about abandonments. Among long term responses, the sub-category most often included had comments about service considerations.

CHAPTER EIGHT

Air Transportation

Categorically, air transportation ranked seventh overall, eighth as a category of short-term concern, and sixth as a category of long-term concern. Regionally, in short-term interest, it ranked fifth in the West, eighth in the South, ninth in the East, and seventh in the Midwest. Numerically, by region as a long-term interest, it ranked fifth in the West, eighth in the South, seventh in the East, and fifth in the Midwest.

Proportionally, the Midwest and West appeared to have the highest relative number of concerns for both the short-term and the long-term.

In the sub-categories, air service was mentioned most often, with the overwhelming interest in this sub-category coming from the Midwest and the West.

Highways

Categorically, highways ranked eighth overall, seventh as a short-term concern, and eighth as a long-term concern. This may appear to be an artificially low categorical ranking for an historic area of strong state interest. The level is reflective of the categorizing system, where many highway-oriented comments dealing with maintenance and finance were included within the other two categories. What remains in the highway category, however, is significant, in that it allows a closer analysis of non-finance and non-maintenance-oriented statements about highway issues.

Numerically, by region as a short-term concern, the highway category ranked eighth in the West, sixth in the South, third in the East, and eleventh in the Midwest. Numerically, by region for long-term concerns, highways ranked seventh in the West, sixth in the South, fourth in the East, and tenth in the Midwest.

By sub-category, construction generated the most short-term responses, followed by congestion. All congestion comments were out of the East, while almost all construction comments were out of the South. In long-term sub- category analysis, general highway comments were followed by comments about construction, and then by comments concerning congestion. Again, in the long-term sub-categories, all of the congestion comments were in the East, while the majority of construction comments were in the South. The East/South definitional dilemma concerning the definition of a highway problem may appear to be an anomaly, especially when the objective rankings for urban congestion and highway construction are reviewed. In the objective analysis, the South ranked urban congestion much higher as an issue than did the East, whereas highway construction and design was weighted approximately the same in those two regions. One speculation might be that the commentary weighting shows perceptible differences between the South and the East as to how to tackle the problem of urban congestion. Congested highways might suggest the need for more highway construction in the South, while a different solution, such as public transit, might be prescribed for the same symptom in the East.

Transportation Regulation

Categorically, regulation ranked ninth overall, ninth as a short-term category, and ninth as a long-term category in terms of number of responses. Regionally, in short-term interest, it ranked sixth in the West, twelfth in the South, eighth in the East, and fifth in the Midwest. Numerically, by region as a long-term interest, it ranked eighth in the West, twelfth in the South, tenth in the East, and ninth in the Midwest. No region stood out as uniquely interested in regulation.

Within sub-categories, general regulatory concerns were the largest concern in both the long-term and short-term. This sub-category was a catch-all for concerns about "red tape" generally. The second largest concern in this area, again for both long-term and short-term, was motor carrier regulation.

CHAPTER EIGHT

Motor Carriers

Categorically, motor carriers ranked tenth overall, tenth in short-term concerns, and eleventh in long-term concerns. Numerically, by region, for short-term concern comments, motor carriers ranked tenth in the West, eleventh in the South, thirteenth in the East, and tenth in the Midwest. Long-term regional interest rankings were as follows: twelfth in the West, eleventh in the South, and eleventh in the Midwest. No long-term comments concerning motor carriers were mentioned for the East.

Within sub-categories, the primary short-term concern appeared to deal with weight limits. This concern was predominant in the Midwest.

Economic Development

Economic development as a concern within transportation ranked eleventh overall, thirteenth as a short-term concern, and tenth as a long-term concern. Comments about economic development as a transportation concern came about exclusively from the Midwest, with only a smattering of statements in this area from the West and South. Overall concern about economic development has lately been a major issue in relatively stagnant portions of the Midwest, and this focusing on transportation vis-a-vis economic development may be part of that.

Insurance/Liability

Insurance/liability ranked as the twelfth category overall, eleventh as a short-term concern, and thirteenth as a long-term concern. Those few comments in this area were centered in the Southern region primarily, with a scattering of comments from the other regions.

CHAPTER EIGHT

Ports/Waterways

Categorically, ports/waterways ranked next to last as a comment area category overall. It ranked twelfth for both short-term and long-term groupings. Numerically, by region, it ranked highest in the South for both long-term and short-term concerns, and was followed in both groupings by the Eastern region. Significantly, no comments in this area were registered for either the West or the Midwest. Within sub-categories, expansion and development and general comments registered as the main topical areas.

Environmental Concerns

Environmental concerns ranked last as a topical category, with only a smattering of comments which would fall clearly within this category.

CHAPTER EIGHT

Table 8.1

Short-Term (1987) Priority Transportation Issues: Regional Frequencies by Subject Area

SUBJECT AREA	Western Region	Southern Region	Eastern Region	Midwestern Region	TOTALS
Air Transportation					
Generally	1	1	2	1	5
Service	6	1	-	8	15
Airports.	2	4	-	4	10
Public Relations. . . .	-	-	1	-	1
Construction/Improvement	-	-	1	-	1
Totals	9	6	4	13	32
Economic Development					
Generally	2	-	-	7	9
Totals	2	-	-	7	9
Environmental Concerns					
Generally	1	-	-	-	1
Noise	-	-	1	-	1
Conservation.	-	-	2	-	2
Totals	1	-	3	-	4
Highways					
Generally	-	1	-	3	4
Construction.	4	8	2	-	14
Bridges	-	2	2	-	4
Congestion.	-	-	7	-	7
Planning.	-	-	3	-	3
Rural	-	-	1	-	1
Miscellaneous	1	-	-	-	1
Totals	5	11	15	3	34
Insurance/Liability					
Generally	2	5	2	3	12
Airport	-	1	-	-	1
Totals	2	6	2	3	13
Maintenance					
Generally	3	5	4	4	16
Highway	1	10	7	5	23
Bridges	-	2	1	-	3
Mass Transit.	-	-	1	-	1
Totals	4	17	13	9	43

Table 8.1 (Continued)

Short-Term (1987) Priority Transportation Issues: Regional Frequencies by Subject Area

SUBJECT AREA	Western Region	Southern Region	Eastern Region	Midwestern Region	TOTALS
Motor Carriers					
Generally	–	–	2	–	2
Procedures.	–	2	–	–	2
Weight Limits	2	1	–	4	7
Miscellaneous	1	2	–	1	4
Totals	3	5	2	5	15
Ports/Waterways					
Generally	–	–	3	–	3
Expansion/Development .	–	4	–	–	4
Specific.	–	3	–	–	3
Totals	–	7	3	–	10
Railways					
Abandonment	5	4	–	12	21
Service	1	–	–	4	5
Freight	–	–	5	–	5
Commuter.	–	–	1	–	1
Miscellaneous	2	2	–	1	5
Totals	8	6	6	17	37
Transportation Administration					
Planning/Development. .	7	12	3	6	28
Management.	6	19	5	4	34
Coordination.	2	5	–	1	8
Personnel	1	3	–	3	7
Public Relations. . . .	2	1	2	3	8
Miscellaneous	–	1	–	–	1
Totals	18	41	10	17	86

Table 8.1 (Continued)

Short-Term (1987) Priority Transportation Issues: Regional Frequencies by Subject Area

SUBJECT AREA	Western Region	Southern Region	Eastern Region	Midwestern Region	TOTALS
Transportation Finance					
Generally	17	21	14	20	72
Federal	6	8	6	3	23
State	3	7	2	2	14
For Maintenance	–	–	–	4	4
Highways					
Generally	23	5	5	12	45
For Construction/ Maintenance	–	13	3	9	25
Federal	–	–	2	5	7
State	–	–	1	5	6
For Improvement	–	–	2	–	2
Mass Transit	3	2	13	7	25
Rail	3	1	1	–	5
Air	2	1	2	2	7
Ferry	2	–	–	–	2
Motor Vehicle	1	–	–	–	1
Miscellaneous	–	1	–	–	1
Totals	60	59	51	69	239
Transportation Regulation					
Generally	1	3	3	3	10
Air	–	1	–	–	1
Highway	2	–	–	5	7
Motor Carrier	3	1	1	4	9
Federal	–	–	1	–	1
Miscellaneous	2	–	–	1	3
Totals	8	5	5	13	31

Table 8.1 (Continued)

Short-Term (1987) Priority Transportation Issues: Regional Frequencies by Subject Area

SUBJECT AREA	Western Region	Southern Region	Eastern Region	Midwestern Region	TOTALS
Transportation Safety					
Generally	–	2	–	4	6
Hazardous Waste	10	11	3	2	26
Highway	1	5	–	–	6
Generally.	–	–	1	–	1
Alcohol/Drugs. . . .	3	8	2	2	15
Speed Limit.	2	4	3	5	14
Seat Belts	2	3	2	3	10
Pedestrian/Bicycles.	1	–	–	–	1
Roads/Bridges. . . .	–	–	–	1	1
Pipeline.	–	–	–	3	3
Motor Carrier	4	6	3	2	15
Mass Transit.	–	2	–	–	2
Rail.	1	2	2	–	5
Air	–	1	–	–	1
Miscellaneous	–	1	–	1	2
Totals	24	45	16	23	108
Urban/Rural Transportation					
Urban	2	–	5	7	14
Congestion	5	8	–	–	13
Mass Transit	3	4	–	–	7
Miscellaneous. . . .	–	1	–	–	1
Rural	1	2	2	5	10
Special Needs	1	2	5	1	9
Totals	12	17	12	13	54
GRAND TOTALS	156	225	142	192	715

Source: The Center for Transportation, The Council of State Governments

Table 8.2

Long-Term Priority Transportation Issues: Regional Frequencies by Subject Area

SUBJECT AREA	Western Region	Southern Region	Eastern Region	Midwestern Region	TOTALS
Air Transportation					
Generally	–	5	7	1	13
Service	6	–	–	8	14
Airports.	2	–	–	4	6
Public Relations. . . .	1	–	–	–	1
Totals	9	5	7	13	34
Economic Development					
Generally	3	1	–	11	15
Totals	3	1	–	11	15
Environmental Concerns					
Generally	1	–	1	–	2
Totals	1	–	1	–	2
Highways					
Generally	6	2	–	7	15
Construction.	–	5	2	–	7
Bridges	–	–	1	–	1
Congestion.	–	–	4	–	4
Planning.	–	–	2	–	2
Miscellaneous	–	–	1	–	1
Totals	6	7	10	7	30
Insurance/Liability					
Generally	2	5	–	3	10
Totals	2	5	–	3	10
Maintenance					
Generally	4	9	5	10	28
Highway	4	14	5	10	33
Bridges	–	4	–	1	5
Mass Transit.	–	1	–	–	1
Railways.	–	–	–	1	1
Totals	8	28	10	22	68
Motor Carriers					
Generally	2	3	–	6	11
Totals	2	3	–	6	11

Table 8.2 (Continued)

Long-Term Priority Transportation Issues:
Regional Frequencies by Subject Area

SUBJECT AREA	Western Region	Southern Region	Eastern Region	Midwestern Region	TOTALS
Ports/Waterways					
Generally	–	–	4	–	4
Expansion/Development .	–	3	–	–	3
Specific.	–	3	–	–	3
Totals	–	6	4	–	10
Railways					
Generally	–	1	–	1	2
Abandonment	2	2	–	5	9
Service	1	–	5	6	12
Freight	–	–	3	–	3
Miscellaneous	2	2	–	–	4
Totals	5	5	8	12	30
Transportation Administration					
Generally	–	–	1	–	1
Planning/Development. .	13	23	10	10	56
Management.	7	12	3	7	29
Coordination.	5	7	3	3	18
Personnel	–	6	–	1	7
Public Relations. . . .	1	1	1	2	5
Miscellaneous	–	1	–	–	1
Totals	26	50	18	23	117

Table 8.2 (Continued)

Long-Term Priority Transportation Issues: Regional Frequencies by Subject Area

SUBJECT AREA	Western Region	Southern Region	Eastern Region	Midwestern Region	TOTALS
Transportation Finance					
Generally	17	27	22	17	83
Federal.	4	2	5	–	11
State.	2	4	6	–	12
For Construction/ Maintenance . .	2	–	4	6	12
Highways					
Generally.	8	6	9	12	35
For Construction/ Maintenance . .	5	6	–	8	19
Federal.	–	–	–	3	3
Miscellaneous. . . .	–	–	–	1	1
Mass Transit.	3	4	8	3	18
Rail.	3	2	1	–	6
Ports/Waterways	–	2	–	–	2
Air	–	1	1	3	5
Ferry	2	–	–	–	2
Motor Carrier	1	–	–	–	1
Miscellaneous	2	–	–	–	2
Totals	49	54	56	53	212
Transportation Regulation					
Generally	2	3	2	4	11
Air	1	–	–	–	1
Motor Carrier	3	–	–	3	6
Miscellaneous	–	–	–	1	1
Totals	6	3	2	8	19

Table 8.2 (Continued)

Long-Term Priority Transportation Issues:
Regional Frequencies by Subject Area

SUBJECT AREA	Western Region	Southern Region	Eastern Region	Midwestern Region	TOTALS
Transportation Safety					
Generally	–	1	–	–	1
Hazardous Materials . .	4	6	2	3	15
Highway					
Generally.	1	6	1	4	12
Alcohol/Drugs. . . .	1	2	–	–	3
Speed Limit.	1	1	–	–	2
Seat Belts	1	1	–	–	2
Pipeline.	–	–	–	1	1
Motor Carrier	3	3	–	1	7
Mass Transit.	–	1	–	–	1
Rail.	1	–	–	1	2
Air	1	–	–	–	1
Miscellaneous	–	1	–	–	1
Totals	13	22	3	10	48
Urban/Rural Transportation					
Urban					
Generally.	2	2	10	6	20
Congestion	6	4	–	–	10
Mass Transit	–	7	–	–	7
Miscellaneous. . . .	4	–	–	–	4
Rural	1	4	1	6	12
Special Needs	2	3	5	1	11
Totals	15	20	16	13	64
GRAND TOTALS	145	209	135	181	670

Source: The Center for Transportation, The Council of State Governments

Table 8.3

Short-Term (1987) Transportation Issues: Regional Ranking of Subject Areas by Frequency of Response

Western Region

(1) Transportation Finance
(2) Transportation Safety
(3) Transportation Administration
(4) Urban/Rural Transportation
(5) Air Transportation
(6) Transportation Regulation
(7) Railways
(8) Highways
(9) Maintenance
(10) Motor Carriers
(11) Insurance/Liability
(12) Economic Development
(13) Environmental Concerns

Southern Region

(1) Transportation Finance
(2) Transportation Safety
(3) Transportation Administration
(4) Maintenance
(5) Urban/Rural Transportation
(6) Highways
(7) Ports/Waterways
(8) Air Transportation
(9) Insurance/Liability
(10) Railways
(11) Motor Carriers
(12) Transportation Regulation

Eastern Region

(1) Transportation Finance
(2) Transportation Safety
(3) Highways
(4) Maintenance
(5) Urban/Rural Transportation
(6) Transportation Administration
(7) Railways
(8) Transportation Regulation
(9) Air Transportation
(10) Environmental Concerns
(11) Ports/Waterways
(12) Insurance/Liability
(13) Motor Carriers

Midwestern Region

(1) Transportation Finance
(2) Transportation Safety
(3) Railways
(4) Transportation Administration
(5) Transportation Regulation
(6) Urban/Rural Transportation
(7) Air Transportation
(8) Maintenance
(9) Economic Development
(10) Motor Carriers
(11) Highways
(12) Insurance/Liability

CHAPTER EIGHT

Table 8.4

Long-Range Transportation Issues: Regional Ranking of Subject Areas by Frequency of Response

Western Region

(1) Transportation Finance
(2) Transportation Administration
(3) Urban/Rural Transportation
(4) Transportation Safety
(5) Air Transportation
(6) Maintenance
(7) Highways
(8) Transportation Regulation
(9) Railways
(10) Economic Development
(11) Insurance/Liability
(12) Motor Carriers
(13) Environmental Concerns

Southern Region

(1) Transportation Finance
(2) Transportation Administration
(3) Maintenance
(4) Transportation Safety
(5) Urban/Rural Transportation
(6) Highways
(7) Ports/Waterways
(8) Air Transportation
(9) Insurance/Liability
(10) Railways
(11) Motor Carriers
(12) Transportation Regulation
(13) Economic Development

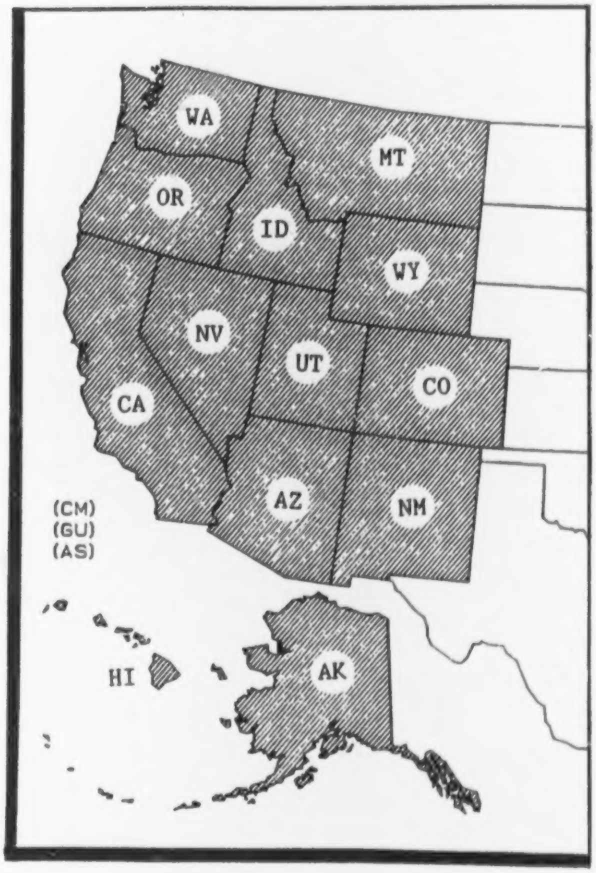
Eastern Region

(1) Transportation Finance
(2) Transportation Administration
(3) Urban/Rural Transportation
(4) Highways
(5) Maintenance
(6) Railways
(7) Air Transportation
(8) Ports/Waterways
(9) Transportation Safety
(10) Transportation Regulation
(11) Environmental Concerns

Midwestern Region

(1) Transportation Finance
(2) Transportation Administration
(3) Maintenance
(4) Urban/Rural Transportation
(5) Air Transportation
(6) Railways
(7) Economic Development
(8) Transportation Safety
(9) Transportation Regulation
(10) Highways
(11) Motor Carriers
(12) Insurance/Liability

9 TRANSPORTATION PROBLEMS IN THE WESTERN STATES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CHAPTER NINE

TRANSPORTATION PROBLEMS IN THE WESTERN STATES

This chapter contains information on the priority transportation issue areas for 1987 and for long-range ones in the Western states, including Guam and the Mariana Islands. The information was compiled from two questions in the survey which asked respondents to list briefly the three most important transportation problems facing their state in 1987, and the three most important long-term ones.

Table 9.1 (pages 210 to 212) is a cross-index of the Western Region responses, broken down into 14 categorical areas of concern, for short-term issues (1987). **Table 9.2** (pages 213 to 215) is a similar cross-index for long-term problems in the Western region. Chapter 8 contains a complete explanation of the methodology used to form the 14 categorical issue areas, as well as a discussion of them.

From **Tables 9.1 and 9.2**, policymakers and others can quickly identify the specific transportation concerns cited by survey respondents from their state. They then can compare the issues of their state with those of adjacent states, and, together with other policymakers, can generate new ideas on issues and directions to take.

The actual written answers from survey respondents for short-term concerns begin on page 216. The answers are grouped randomly by state. Because of relatively small sample sizes at the state level, we made no attempt to rank-order the responses.

The actual written responses concerning long-term concerns begin on page 219. The analytic structures described for the short term responses apply here also.

Table 9.1
Index to Identify Priority Transportation Issues for 1987
Western States

PROBLEM AREA	AK	AZ	CA	CM	CO	GU	HI	ID	MT	NV	NM	OR	UT	WA	WY
1. Air Transportation															
Generally								*							
Service				*					*						*
Airports.					*									*	
Public Relations.															
Construction/Improvement.															
2. Economic Development															
Generally	*											*			
3. Environmental Concerns															
Generally		*													
Noise															
Conservation.															
4. Highways															
Generally															
Construction.	*								*				*		
Bridges															
Congestion.															
Planning.															
Rural															
Miscellaneous													*		
5. Insurance/Liability															
Generally									*				*		
Airport															
6. Maintenance															
Generally										*		*	*		
Highway	*														
Bridges															
Mass Transit.															
7. Motor Carriers															
Generally															
Procedures.															
Weight Limits													*		*
Miscellaneous								*							

Table 9.1 (Continued)
Index to Identify Priority Transportation Issues for 1987
Western States

PROBLEM AREA	AK	AZ	CA	CM	CO	GU	HI	ID	MT	NV	NM	OR	UT	WA	WY
8. Ports/Waterways															
Generally															
Expansion/Development															
Specific															
9. Railways															
Abandonment									*		*	*		*	
Service									*						
Freight															
Commuter															
Miscellaneous	*											*			
10. Transportation Administration															
Planning/Development	*	*	*		*		*				*				
Management	*								*		*	*	*		
Coordination			*												
Personnel		*													
Public Relations						*				*					
Miscellaneous															
11. Transportation Finance															
Generally	*	*	*	*		*	*	*		*	*	*	*	*	
Federal			*					*		*		*			
State			*					*	*						
For Maintenance															
Highways															
Generally	*				*		*	*		*	*	*	*	*	*
For Construction/ Maintenance															
Federal															
State															
For Improvement															
Mass Transit											*	*			
Rail											*	*			*
Air														*	
Ferry														*	
Motor Vehicle															*
Miscellaneous															

Table 9.1 (Continued)
Index to Identify Priority Transportation Issues for 1987
Western States

PROBLEM AREA	AK	AZ	CA	CM	CO	GU	HI	ID	MT	NV	NM	OR	UT	WA	WY
12. Transportation Regulation															
Generally										*					
Air															
Highway		*										*			
Motor Carrier								*		*				*	
Federal															
Miscellaneous				*	*										
13. Transportation Safety															
Generally															
Hazardous Waste			*		*			*		*	*	*			*
Highway															
Generally							*								
Alcohol/Drugs	*						*	*							
Speed Limit	*														*
Seat Belts					*		*								
Pedestrian/Bicycles															
Roads/Bridges															
Pipeline															
Motor Carrier	*				*									*	
Mass Transit															
Rail												*			
Air															
Miscellaneous															
14. Urban/Rural Transportation															
Urban								*						*	
Congestion			*				*						*	*	
Mass Transit			*				*						*		
Miscellaneous															
Rural											*				
Special Needs												*			

Source: The Center for Transportation, The Council of State Governments

Table 9.2
Index to Identify Long-Term Priority Transportation Issues
Western States

PROBLEM AREA	AK	AZ	CA	CM	CO	GU	HI	ID	MT	NV	NM	OR	UT	WA	WY
1. Air Transportation															
Generally															
Service				*					*						*
Airports					*										
Public Relations														*	
2. Economic Development															
Generally	*											*			
3. Environmental Concerns															
Generally					*										
Noise															
4. Highways															
Generally	*				*				*				*		
Construction															
Bridges															
Congestion															
Planning															
Miscellaneous															
5. Insurance/Liability															
Generally		*									*				
6. Maintenance															
Generally											*		*	*	
Highway	*											*			
Bridges															
Mass Transit															
7. Motor Carriers															
Generally										*					*
8. Ports/Waterways															
Generally															
Expansion/Development															
Specific															

Table 9.2 (Continued)
Index to Identify Long-Term Priority Transportation Issues
Western States

PROBLEM AREA	AK	AZ	CA	CM	CO	GU	HI	ID	MT	NV	NM	OR	UT	WA	WY
9. Railways															
Generally															
Abandonment									*					*	
Service									*						
Freight															
Miscellaneous	*											*			
10. Transportation Administration															
Generally															
Planning/Development. .	*		*				*	*		*	*	*		*	
Management.	*			*			*	*				*			
Coordination.			*		*							*		*	
Personnel															
Public Relations. . . .	*														
Miscellaneous															
11. Transportation Finance															
Generally		*	*			*	*	*		*	*	*		*	
Federal.									*	*		*			
State.											*	*			
For Construction/ Maintenance . .															
Highways															
Generally.							*	*		*			*	*	*
For Construction/ Maintenance . .										*		*	*	*	
Federal.															
Miscellaneous. . . .															
Mass Transit.									*			*			
Rail.										*		*			*
Ports/Waterways															
Air															
Ferry	*													*	
Motor Carrier															*
Miscellaneous	*			*											

Table 9.2 (Continued)
Index to Identify Long-Term Priority Transportation Issues
Western States

PROBLEM AREA	AK	AZ	CA	CM	CO	GU	HI	ID	MT	NV	NM	OR	UT	WA	WY
12. Transportation Regulation															
Generally	*		*												
Air								*							
Motor Carrier								*						*	
Miscellaneous															
13. Transportation Safety															
Generally															
Hazardous Materials								*		*	*				*
Highway															
Generally	*														
Alcohol/Drugs							*								
Speed Limit															*
Seat Belts							*								
Pipeline															
Motor Carrier												*	*	*	
Mass Transit															
Rail															
Air							*								
Miscellaneous															
14. Urban/Rural Transportation															
Urban															
Generally													*		
Congestion			*									*	*	*	
Mass Transit															
Miscellaneous		*			*		*				*				
Rural												*			
Special Needs									*			*			

Source: The Center for Transportation, The Council of State Governments

CHAPTER NINE

Priority Transportation Issues for 1987
Western Region

Alaska -- (1) Infrastructure for industrial development. (2) Highway construction. (3) Operation/maintenance of the Alaska Marine Highway System. (4) Expansion/operation of the Alaska Railroad. (5) Exploration and development of low-cost transportation options. (6) Right-of-way for corridors -- such as multi-lane transportation across states (7) Improved management of the State Department of Transportation. (8) Lack of funding for perceived level of needs. (9) Source of funding for highway maintenance. (10) Drinking and driving. (11) Unrealistic federal speed limits. (12) Motor carrier safety. (13) Safety of trucks (inspection and enforcement).

Arizona -- (1) Financing. (2) Innovation. (3) Staffing. (4) Implementation of legislation allowing the construction of urban freeways. (5) Air quality and transportation.

California -- (1) Funding. (2) Federal role and financing. (3) Financing (state and type). (4) Hazardous waste transportation issue. (5) Traffic congestion. (6) Traffic "gridlock" on most urban roads, financing new development, and maintenance. (7) Public transit. (8) Increasing development need. (9) Lack of integrated transportation systems. (10) Too many special purpose districts unrelated to one another.

Colorado -- (1) Highway financing -- state response to possible cutbacks in federal highway money. (2) Highway users tax funds. (3) Hazardous materials transportation and safety. (4) Transportation of hazardous materials. (5) Mandatory seat belt law. (6) Raising the drinking age to avoid a reduction in federal highway dollars to Colorado. (7) Equipment Safety of commercial transporters. (8) Planning and development of fixed guideway mass transit system. (9) Location and construction of new regional airport. (10) Mergers and acquisitions -- airlines and railroads.

Guam -- (1) Financing. (2) Public education.

Hawaii -- (1) Inadequate funding for transportation projects. (2) Conflicts in funding between highways and mass transit. (3) Highway safety. (4) Drunk driving. (5) A low level of seat belt use. (6) Pedestrian/Bicycle Safety. (7) Traffic congestion. (8) Mass transit. (9) Lack of right-of-ways for new transportation facilities.

Idaho -- (1) Fiscal. (2) Potential loss of federal highway funds. (3) Lack of a state-funded construction program. (4) Highway needs and financing. (5) Highway funding - shrinking revenues. (6) Highway funding sources for maintenance. (7) Hazardous waste transport. (8) Hazardous material/waste transportation. (9) Age 21 drinking age sanction. (10) Urban transportation problems. (11) Air transportation. (12) Motor carrier regulation (evaluation of ton/mile tax effectiveness.

Mariana Islands (CM in the tables) -- (1) Transportation capital improvement financing. (2) Providing reliable air transportation to outlying areas. (3) Federal regulation affecting remote scattered island environment.

Montana -- (1) Due to the loss of state general fund moneys for all programs, transportation loses its priority for local funds. (2) Privatization. (3) Airline service. (4) Air passenger service. (5) Railroad service curtailments and line abandonment. (6) Rail freight service and rates. (7) Highways. (8) Highway construction. (9) High cost of insurance.

Nevada -- (1) Exempt trust fund from unified budget. (2) Stable and predictable federal funding. (3) Highway financing. (4) County/city funding for new roads. (5) Completing interstate system with funding. (6) Funding to preserve the existing highway system. (7) Transportation of hazardous materials. (8) Gaining compliance with regulations and laws as they currently exist. (9) Vehicle registration requirements. (10) Avoid increase in the gas tax to complete 4R program. (11) Rewriting regulations to reflect current transportation needs.

New Mexico -- (1) Funding. (2) Financing regular highway projects. (3) Continued UMTA funding for section 16(B)(2), Section 18, and Section 9 at existing levels. (4) Financing railroad into coal fields. (5) Hazardous waste. (6) Continuation of commercial air service to small communities and towns and of intercity bus service in low-density areas. (7) New concepts in design and construction of transportation systems. (8) Administration of programs. (9) The unknowns of SFSP rail merger. Disapproval could be devastating for New Mexico.

Oregon -- (1) Funding. (2) Finance. (3) Inflation. (4) Federal trust fund out of unified budget. (5) Long-term stable funding of federal surface transportation program. (6) Retention of federal participation in highway/transit funding programs at levels equal to or more than previous years. (7) Road financing. (8) Financial resources for highway and transit. (9) Long-term transportation systems financing (roads and transit). (10) Transit financing. (11) Transit financing (generally). (12) Transit financing of rail start-up. (13) Safety, including hazardous waste. (14) Transporting hazardous and radioactive materials, substances, and wastes. (15) Decline in safety of railroad operations due to major cutbacks in maintenance expenditures. (16) Elderly and handicapped transportation. (17) Administration/Management. (18) Administration and strategic management. (19) Railroad branch line abandonment. (20) Abandonment of rail lines. (21) Poor attitude of Federal Railroad Administration regarding state involvement in rail safety matters. (22) Federal role in post-interstate transport system. (23) Preservation of the system with some growth. (24) Issues related to transportation's role in economic development.

Utah -- (1) Funding -- resources and distribution. (2) Highway financing. (3) Highway system finance. (4) Congestion in urban areas. (5) Mass transit. (6) Motor fuel tax increase and distribution of revenue among state, local, and non-highway uses. (7) Completion of interstate system. (8) The effect of the rising Great Salt Lake on the highways. (9) Truck weight enforcement in ports of entry and portable scale operations. (10) Maintenance of existing system. (11) Risk management - tort liability.

Washington -- (1) Funding. (2) Financing. (3) Local road financing. (4) Highway financing (construction). (5) Continuing source of revenue to finance highway major capital construction program. (6) Financing needed for road and street construction and maintenance. (7) Additional revenues for funding local agency roads, streets, and public transit. (8) State airport construction funding.

(9) Federal airport construction funding. (10) Ferry service financing. (11) Funding of adequate ferry service. (12) Safety of motor carriers operating in the State. (13) Congestion. (14) Reconstruction in urban areas. (15) Railroad spin-off of profitable lines -- creation of regional railroads. (16) Economic deregulation of motor carriers. (17) Airport capacity.

Wyoming -- (1) Highway funding. (2) Cost of railroad to transport coal -- competition and lower rates. (3) Commercial motor vehicle compensatory fees and county registration fees. (4) Transportation of hazardous materials. (5) 55 mph speed limit. (6) Air transportation availability. (7) Obtaining and subsidizing, if necessary, air service in a rural state. (8) Lack of air transportation. (9) Enforcing weight limit laws on highways.

Source: The Center for Transportation, The Council of State Governments

CHAPTER NINE

Long-Term Priority Transportation Issues
Western States

Alaska -- (1) Cost of ferry replacements. (2) Cost of imported goods due to high transportation costs to Alaska. (3) Developing transportation investment plans that anticipate the future. (4) Professional management and allocation of funding resources. (5) Railroad expansion versus highway expansion funding. (6) Matching public expectations with the capabilities of the transportation system. (7) Highway safety. (8) Repair and maintenance of existing roadways and bridges. (9) Operation/maintenance of the Alaska Marine Highway System. (10) New roadway construction. (11) Access through federal lands to resource areas. (12) Expansion/operation of the Alaska Railroad. (13) Infrastructure for industrial development. (14) Effect of high transportation costs on the ability of the state to sell its manufactured goods and natural resources to a world market.

Arizona -- (1) Financing transportation: (road building and maintenance, public transportation), and enforcement of laws. (2) Provision of public transportation (especially at this time of our busiest roadbuilding period in the state's history). (3) Motor carrier insurance and motor vehicle insurance requirements and monetary limits.

California -- (1) Money. (2) Financing with stability. (3) Funding and coordinated planning. (4) Money for financing transportation improvements and maintenance. (5) Accommodating growth. (6) Lack of integrated transportation systems. (7) Lack of integrated transportation administration and management -- too many special purpose districts unrelated to one another. (8) Traffic congestion. (9) Long-range federal role.

Colorado -- (1) Developing a coordinated mass transit system for the Denver metro area. (2) Mass transit in Denver. (3) New airport. (4) The development of a new airport to replace Stapleton Airport. (5) The east and west stage construction of additions to I-70 (i.e., the construction of E-470 and W-470). (6) Auto-created air pollution.

Guam -- (1) Financing.

Hawaii -- (1) Inadequate funding for transportation projects. (2) Highway financing. (3) Lack of right-of-ways for new transportation facilities. (4) Conflicts in funding between highways and mass transit. (5) Data management. (6) Mass transit alternatives to individual automobile usage. (7) To maintain high seat belt use. (8) Drunk driving. (9) Airport safety and security.

Idaho -- (1) Fiscal. (2) Financial needs. (3) Highway funding. (4) Highway funding in general. (5) Highway funding at state level and federal trust fund diversions or reductions. (6) Long-range improvement plan. (7) Economic growth vs. transportation. (8) Transition from interstate construction funding to maintenance funding. (9) Hazardous materials/waste transportation. (10) Commercial vehicle regulations and taxation. (11) Simplification and coordination with other states of motor carrier regulations. (12) Federal sanctions on Federal Air as penalties for non-compliance in various federal legislation.

Mariana Islands (CM in the tables) -- (1) Continuing escalation of air and sea transportation costs to islands in the Pacific. (2) Maintaining transportation facilities on an enterprising (profit) philosophy. (3) Maintaining dependable and reliable air service to outlying islands separated by waters.

Montana -- (1) Reductions or elimination of federal funding. (2) Mill cap on transit district state law. (3) Lack of adequate public transportation on the Indian reservations. (4) Airlines service. (5) Air passenger service. (6) Highways. (7) Highway construction. (8) Railroad service curtailments and line abandonments. (9) Rail freight service and rates.

Nevada -- (1) Exempt trust fund from unified budget. (2) Stable and predictable federal funding. (3) Highway financing. (4) Funding to preserve the existing highway system. (5) Financing and construction of a super-speed train between Los Angeles and Las Vegas. (6) Population increase in Clark County and Washoe. (7) Transportation of hazardous materials. (8) Truck distance/weight issue.

New Mexico -- (1) Long-range funding (continual). (2) State financing of highways, public transportation, and railroad projects. (3) Development of needed infrastructure to tap new resources or to enhance competitive position of existing resources (coal, copper, potash). (4) Long-range planning for transportation growth. (5) Efficient urban mass transit survival. (6) Hazardous waste. (7) Maintaining vast rural system. (8) Reduction of insurance premiums for local transit, taxi, and intercity carriers.

Oregon -- (1) Funding. (2) Financial resources and methods to meet long range needs. (3) Inflation. (4) Long-term stable funding of federal surface transportation. (5) Generating state and local highway revenues to replace those anticipated to be lost at the federal level. (6) The appropriate state vs. local role in funding new highway and transit capacity in economic growth areas. (7) Funding to preserve highway system. (8) Unfunded backlog of modernization of state highway system. (9) Transit financing (generally). (10) Stabilize transit funding in our metropolitan areas. (11) Transit financing of rail start-up. (12) Development and implementation of strategic management. (13) Lack of major new directions or programs in transportation after completion of interstate. (14) Accommodating growth. (15) Maintenance of competitive access to major market areas. (16) The inability of Congress to realize the importance of considering the interrelationship of all modes of transportation and merely continuing to act on each one separately. (17) New approaches to respond to increasing highway congestion. (18) Changes in rural transportation services: rail, intercity bus, common carrier truck, air carrier. (19) Elderly and handicapped transportation. (20) Motor carrier operator and vehicle safety and regulation. (21) In urban areas, maintenance of the highway system and determining the degree of growth to be served by transit and by highways. (22) In rural areas, maintenance of the current highway system to acceptable levels. (23) Continued undermining of the railroad's ability to rationalize labor structure and costs. (24) Role of transportation in economic development.

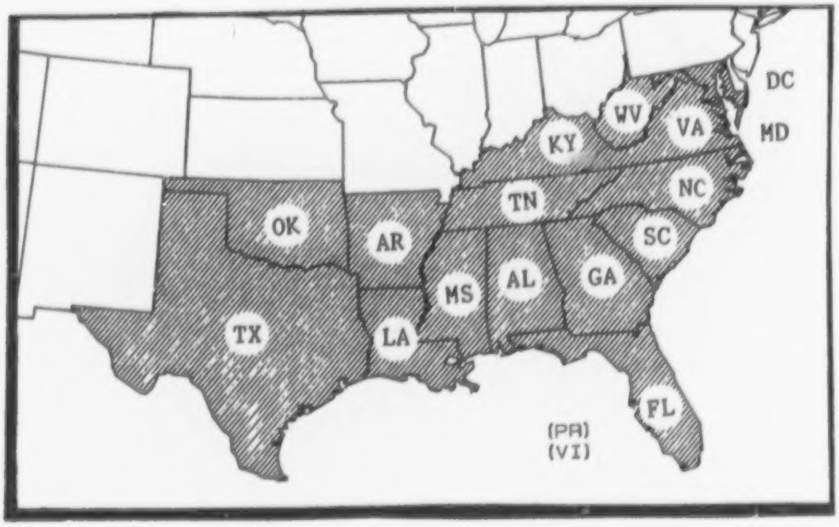
Utah -- (1) Highway finance. (2) Highway system finance -- construction and maintenance. (3) Urban capacity. (4) Congestion in urban areas. (5) Commuter peak-hour congestion. (6) Motor carrier safety and weight enforcement. (7) Maintenance of existing system. (8) Maintenance of infrastructure. (9) Completion of interstate system.

Washington -- (1) Funding. (2) Financing. (3) Local road financing. (4) Highway financing (construction). (5) Ferry service financing. (6) Establishing long-term inflation sensitive funding sources for all jurisdictions to maintain and improve existing public road system. (7) Poor local land-use planning. (8) Encourage a multi-modal approach to preserve the existing transportation system. (9) Congestion. (10) Safety of motor carriers operating in the state. (11) Lack of public awareness of air transportation needs. (12) Reconstruction in urban areas. (13) Economic deregulation of motor carriers. (14) Railroad spin-off of profitable lines -- creation of regional railroads. (15) Mitigating urban traffic congestion.

Wyoming -- (1) Highway funding. (2) Cost of railroad to transport coal -- competition and lower rates. (3) Commercial motor vehicle compensatory fees and county registration fees. (4) Transportation of hazardous materials. (5) 55 mph speed limit. (6) Air service in a rural state -- obtaining subsidizing if necessary. (7) Air transportation availability. (8) Lack of air transportation. (9) Enforcing weight limit laws on highways.

Source: The Center for Transportation, The Council of State Governments

10 TRANSPORTATION PROBLEMS IN THE SOUTHERN STATES


DC
MD
WV
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CHAPTER TEN

TRANSPORTATION PROBLEMS IN THE SOUTHERN STATES

This chapter contains information on the priority transportation issue areas for 1987 and for long-range ones in the Southern states, including Puerto Rico. The information was compiled from two questions in the survey which asked respondents to list briefly the three most important transportation problems facing their state in 1987, and the three most important long term-ones.

Table 10.1 (pages 226 to 228) is a cross-index of the Southern Region responses, broken down into 14 categorical areas of concern, for short-term issues (1987). **Table 10.2** (pages 229 to 231) is a similar cross-index for long-term problems in the Southern region. Chapter 8 contains a complete explanation of the methodology used to form the 14 categorical issue areas, as well as a discussion of them.

From **Tables 10.2 and 10.2**, policymakers and others can quickly identify the specific transportation concerns cited by survey respondents from their state. They then can compare the issues of their state with those of adjacent states, and, together with other policymakers, can generate new ideas on issues and directions to take.

The actual written answers from survey respondents for short-term concerns begin on page 232. The answers are grouped randomly by state. Because of relatively small sample sizes at the state level, we made no attempt to rank-order the responses.

The actual written responses concerning long-term concerns begin on page 236. The analytic structures described for the short-term responses apply here also.

CHAPTER TEN

Table 10.1
Index to Identify Priority Transportation Issues for 1987 Southern States

PROBLEM AREA	AL	AR	DC	FL	GA	KY	LA	MD	MS	NC	OK	PR	SC	TN	TX	VA	WV
1. Air Transportation																	
Generally							*										
Service																*	
Airports.							*								*		
Public Relations.																	
Construction/Improvement.											*					*	
2. Economic Development																	
Generally																	
3. Environmental Concerns																	
Generally																	
Noise																	
Conservation.																	
4. Highways																	
Generally			*														
Construction.		*						*	*							*	*
Bridges											*						
Congestion.																	
Planning.																	
Rural																	
Miscellaneous																	
5. Insurance/Liability																	
Generally		*			*	*					*						
Airport																*	
6. Maintenance																	
Generally			*							*				*		*	*
Highway		*				*				*	*			*			*
Bridges						*				*							
Mass Transit.																	
7. Motor Carriers																	
Generally																	
Procedures.		*						*									
Weight Limits					*												
Miscellaneous		*															

Table 10.1 (Continued)
Index to Identify Priority Transportation Issues for 1987
Southern States

PROBLEM AREA	AL	AR	DC	FL	GA	KY	LA	MD	MS	NC	OK	PR	SC	TN	TX	VA	WV
8. Ports/Waterways																	
Generally								*									
Expansion/Development . .		*					*									*	
Specific.							*	*	*								
9. Railways																	
Abandonment									*					*	*		*
Service																	
Freight																	
Commuter.																	
Miscellaneous			*										*				
10. Transportation Administration																	
Planning/Development. . .			*	*		*	*		*	*	*	*		*		*	
Management.			*	*			*	*		*		*		*		*	*
Coordination.				*					*				*				*
Personnel							*				*						
Public Relations.						*											
Miscellaneous								*									
11. Transportation Finance																	
Generally				*		*	*	*		*	*	*	*			*	*
Federal.		*			*	*		*			*					*	*
State.					*			*		*	*						
For Maintenance. . . .																	
Highways																	
Generally.			*						*	*	*			*			
For Construction/ Maintenance . . .					*	*			*				*	*		*	*
Federal.																	
State.																	
For Improvement. . . .																	
Mass Transit.			*											*			
Rail.						*											
Air															*		
Ferry																	
Motor Vehicle																	
Miscellaneous						*											

Table 10.1 (Continued)
Index to Identify Priority Transportation Issues for 1987
Southern States

PROBLEM AREA	AL	AR	DC	FL	GA	KY	LA	MD	MS	NC	OK	PR	SC	TN	TX	VA	WV
12. Transportation Regulation																	
Generally		*			*			*									
Air																	*
Highway																	
Motor Carrier											*						
Federal																	
Miscellaneous																	
13. Transportation Safety																	
Generally		*										*					
Hazardous Waste		*			*	*		*	*		*			*	*	*	*
Highway																	
Generally				*		*					*		*	*			
Alcohol/Drugs			*							*	*	*				*	*
Speed Limit				*		*						*					*
Seat Belts				*							*					*	
Pedestrian/Bicycles																	
Roads/Bridges																	
Pipeline																	
Motor Carrier		*			*					*				*			
Mass Transit													*		*		
Rail													*		*		
Air															*		
Miscellaneous														*			
14. Urban/Rural Transportation																	
Urban																	
Congestion			*	*		*				*		*		*	*	*	
Mass Transit			*								*		*				
Miscellaneous										*							
Rural													*	*			
Special Needs			*	*													

Source: The Center for Transportation, The Council of State Governments

Table 10.2
Index to Identify Long-Term Priority Transportation Issues
Southern States

PROBLEM AREA	AL	AR	DC	FL	GA	KY	LA	MD	MS	NC	OK	PR	SC	TN	TX	VA	WV
1. Air Transportation																	
Generally							*				*					*	
Service																	
Airports.																	
Public Relations.																	
2. Economic Development																	
Generally		*															
3. Environmental Concerns																	
Generally																	
Noise																	
4. Highways																	
Generally		*	*														
Construction.								*		*				*			*
Bridges																	
Congestion.																	
Planning.																	
Miscellaneous																	
5. Insurance/Liability																	
Generally		*			*	*					*						
6. Maintenance																	
Generally						*		*		*			*			*	*
Highway		*	*						*	*	*			*			*
Bridges			*			*					*						*
Mass Transit.			*														
7. Motor Carriers																	
Generally		*				*		*									
8. Ports/Waterways																	
Generally								*									
Expansion/Development . .							*									*	
Specific.					*		*		*								

Table 10.2 (Continued)
Index to Identify Long-Term Priority Transportation Issues
Southern States

PROBLEM AREA	AL	AR	DC	FL	GA	KY	LA	MD	MS	NC	OK	PR	SC	TN	TX	VA	WV
9. Railways																	
Generally									*								
Abandonment									*								*
Service																	
Freight																	
Miscellaneous						*										*	
10. Transportation Administration																	
Generally																	
Planning/Development. . .		*	*	*	*	*	*	*	*		*	*	*	*	*	*	
Management.			*	*			*		*	*				*	*	*	
Coordination.		*		*					*	*			*			*	
Personnel		*		*		*	*				*						
Public Relations.						*											
Miscellaneous																	
11. Transportation Finance																	
Generally			*	*		*	*	*		*	*		*			*	
Federal.						*		*									
State.											*					*	*
For Construction/ Maintenance . . .										*						*	
Highways																	
Generally.		*				*			*	*	*			*			
For Construction/ Maintenance . . .													*			*	*
Federal.																	
Miscellaneous.																	
Mass Transit.			*							*				*			
Rail.			*												*		
Ports/Waterways		*															
Air																*	
Ferry																	
Motor Carrier																	
Miscellaneous																	

Table 10.2 (Continued)
Index to Identify Long-Term Priority Transportation Issues
Southern States

PROBLEM AREA	AL	AR	DC	FL	GA	KY	LA	MD	MS	NC	OK	PR	SC	TN	TX	VA	WV
12. Transportation Regulation																	
Generally					*										*		
Air																	
Motor Carrier																	
Miscellaneous																	
13. Transportation Safety																	
Generally		*															
Hazardous Materials . . .		*	*			*		*			*				*	*	
Highway																	
Generally.						*					*		*	*		*	
Alcohol/Drugs.										*	*						
Speed Limit.																	*
Seat Belts											*						
Pipeline.																	
Motor Carrier					*					*				*			
Mass Transit.													*				
Rail.													*				
Air																	
Miscellaneous														*			
14. Urban/Rural Transportation																	
Urban																	
Generally.								*								*	
Congestion														*	*		
Mass Transit					*					*	*	*		*	*	*	
Miscellaneous.																	
Rural		*	*								*			*			
Special Needs			*										*			*	

Source: The Center for Transportation, The Council of State Governments

CHAPTER TEN

Priority Transportation Issues for 1987
Southern Region

Alabama -- No response

Arkansas -- (1) Federal aid program. (2) Continued federal funding. (3) Vehicle and passenger safety. (4) Hazardous cargoes. (5) Hazardous material/waste sites. (6) Truck safety in general. (7) Highway construction. (8) Road condition in general. (9) Highway maintenance. (10) Expansion of port facilities. (11) Liability insurance. (12) Liability insurance for handlers. (13) Simplifying procedures for motor carriers. (14) Trucks. (15) National Truck Chauffeur. (16) Routing problems and policies/regulations/education/training.

District of Columbia -- (1) Highway and transit financing. (2) Bus system financing. (3) Drunk driving. (4) Interaction between land-use change (growth) and demands placed on existing transportation system. (5) Maintaining equitable fares. (6) Commuter road use. (7) Updating traffic signal system. (8) Urban congestion and parking. (9) Completion of subway system. (10) Parking. (11) Completing mass transit (rail) system. (12) Public transit -- Bus operations.

Florida -- (1) Funding. (2) Funding transportation needs. (3) Infrastructure funding (tax proposal in '87). (4) Drunk driving. (5) Seat belts and child restraints. (6) 55 mph speed limit. (7) Exploration and implementation of new financing techniques. (8) Determining who should pay and how much to pay for the impacts of developments/growth on the transportation system. (9) Growth management (as it relates to transportation)(impact fees). (10) Using transportation as a growth management tool. (11) Protection of rights-of-way. (12) Establish respective roles and responsibilities of various levels of governmental/private sectors. (13) Congestion in urban areas. (14) Providing for essential mobility needs -- elderly, handicapped, economically disadvantaged.

Georgia -- (1) Financing. (2) Financing (state). (3) Financing (local). (4) Highway funding (developmental highway program). (5) Transportation of hazardous material. (6) Motor carrier safety. (7) Insurance availability and cost of carrier insurance coverage. (8) Truck weights/routing on non-interstate routes. (9) Operating in a partially deregulated environment.

Kentucky -- (1) Funding. (2) Available funding. (3) Continued threats of federal government to eliminate operating assistance that many small urban and rural systems depend on to operate their systems. (4) Rehabilitation of the state's extensive network of toll roads; funding for this need. (5) Meeting needs of financial assistance for rehabilitation of rail facilities on low-density lines with the decrease and near-elimination of federal assistance. (6) Cost of transportation of bulk commodities. (7) Highway safety. (8) Highway speed limits. (9) Hazardous materials transport. (10) Planning and programming. (11) Planning, project development, and financial issues surrounding the Toyota plant in Georgetown; highway improvements in Lexington and the Watterson Construction in Louisville. (12) Local government awareness, interest, and support. (13) Highway maintenance - State and local. (14) Maintenance of the roadways utilized to transport coal. (15) Ability to maintain existing facilities - especially coal areas. (16) Rehabilitation and reconstruction of many of the state's bridges which have been determined to be deficient. (17) Urban/Suburban congestion. (18) Liability insurance.

Louisiana -- (1) Money. (2) Lack of funding. (3) Land use compatibility and zoning. (4) Marketing land use compatibility and zoning to the public. (5) Qualified personnel. (6) Provide modern port facilities. (7) Deepening the mouth of the Mississippi River to 55 feet. (8) General aviation and reliever airport funding. (9) Airport noise and environment.

Maryland -- (1) Transportation finance. (2) Federal funding. (3) Maintaining the financial health of Maryland's multi-modal Transportation Trust Fund; establishing inflation-sensitive revenues. (4) Keeping up with growth. (5) Telecommunications. (6) Completing the interstate highway system; receiving appropriated Federal Highway Administration funds. (7) Keeping the Port of Baltimore competitive with East and Gulf ports, and starting channel and C and D Canal dredging. (8) Motor carrier procedures. (9) Red tape. (10) Financing of transportation programs. (11) Motor carrier safety and transportation of hazardous materials. (12) Port development.

Mississippi -- (1) Highway financing. (2) Highway finance -- maintenance and construction. (3) Safety measures for the transportation of nuclear and hazardous wastes. (4) Appropriate criteria development for highway construction and maintenance. (5) Necessity for a department of transportation to coordinate all transportation modes and needs throughout the state. (6) Funding and construction of four-lane highways along designated priority routes. (7) Utilization of the Tenn/Tom waterway. (8) Rail abandonments, rail service continuation, rail sales.

North Carolina -- (1) Sources of transportation funding. (2) Funding of state assistance program. (3) Highway funding. (4) Drunk driving. (5) Motor carrier safety. (6) Finishing out a legislative package initiated in 1986 - to include row preservation elements and establishment of predictable revenue for highways, rail, aviation, and public transportation. (7) Management of "Governor's Allocation" Section 9 funds. (8) Fair and equitable distribution of scarce construction funds to needed projects across the state. (9) Infrastructural transportation decay. (10) Maintenance of existing state highway system. (11) Urban traffic congestion. (12) Keeping up with dramatic growth pressures in some of our urban regions. (13) Renovation and restoration of bridges in the state.

Oklahoma -- (1) Funding. (2) Funding - stable source. (3) Lack of money. (4) Lack of money to match federal funds. (5) Finance -- Oklahoma is experiencing economic down-turn with agriculture and oil revenue declining. (6) Insuring a stable level of state funding and gaining Oklahoma's fair share of federal road user taxes. (7) Funding for state highway system. (8) Safety -- Bridges and roadway maintenance shortcomings and timely inspections. (9) Drunk driving. (10) Seat belt usage. (11) Hazardous materials transport. (12) Developing a long-range plan and funding to meet infrastructure preservation and to support economic development. (13) Comprehensive planning of county road system. (14) Manpower -- qualified people to do the work. (15) Availability of trained personnel to replace retirees. (16) Rural road and bridge/urban streets. (17) Improving the efficiency of the DOT administration, especially in highway maintenance. (18) Bridges improvements. (19) Roads improvement. (20) Mass Transportation -- Oklahoma needs mass transportation accessible to all residents. (21) Liability problems. (22) Airport improvement. (23) Changing laws to attract trucking industry.

Puerto Rico -- (1) Financing. (2) Accidents. (3) Drunk driving. (4) Speed. (5) Administration. (6) Congestion.

South Carolina -- (1) Funding. (2) Funding highway maintenance and construction needs. (3) Highway maintenance financing. (4) Highway financing and maintenance of existing system. (5) Highway safety. (6) School bus safety. (7) Railway crossing safety. (8) Coordinating state transportation agencies. (9) Coordination of transportation activities. (10) Public transportation availability. (11) Rural transportation. (12) Making best advantage of intermodal surface system. (13) Highway construction financing.

Tennessee -- (1) Funding sources for highways. (2) Roads improvement in economically distressed areas. (3) Financing operation of mass transit systems, especially urban ones. (4) Highway safety. (5) General physical condition of drivers: fatigue, drugs, alcohol. (6) Transportation of hazardous materials. (7) Commercial vehicle safety. (8) Motor carrier safety. (9) Truck safety. (10) Repeat unsafe companies and what to do with them. (11) Satisfactory implementation of large-scale highway maintenance and construction program authorized in 1986, and to extend over 10-15 years. (12) Managing a new $3.3 billion construction program. (13) Massive construction projects throughout state. (14) Highway improvement. (15) Highway maintenance. (16) Urban congestion and growth. (17) Industrial highways for rural development. (18) Railroad abandonment.

Texas -- (1) State airport development financing. (2) Hazardous materials transport. (3) Hazardous materials movements through major population centers. (4) Common carrier safety and regulation. (5) Rail-highway grade crossing safety. (6) Air safety. (7) Urban traffic congestion. (8) Branch line railroad abandonments or sale to shortline operator. (9) Overcrowded airports.

Virginia -- (1) Transportation financing. (2) Loss of federal funds. (3) Use of lottery for road construction. (4) Ability of construction industry to absorb additional highway funding. (5) Alcohol. (6) Drugs. (7) Safety belts. (8) Transportation of hazardous cargoes. (9) Prioritizing needs to fit available funding. (10) To begin making funding decisions that recognize the needs for mass transit, airports, seaports, and rail. (11) Operational efficiency. (12) Management of new transportation fund. (13) Managing a significantly increased construction program resulting from a tax increase, i.e. industry performance, public acceptance of specific project designs. (14) Managing a construction program that will more than double in January 1987. (15) Ability of highway department to administer significant increase in highway construction program. (16) Managing a maintenance program that has increasing needs with fewer personnel. (17) Highway expansion. (18) Balance of rural/urban road construction. (19) Highway construction administration. (20) Expanded construction program. (21) Urban congestion. (22) Port expansion. (23) Port facilities development. (24) Airport liability -- FAR Part 77. (25) Airport development, construction and the high cost of maintenance. (26) Upgrading air service/facilities. (27) Outcome of new federal Airport Improvement Act.

West Virginia -- (1) Funding. (2) Funding -- loss of federal funds, revenue sharing and funds lost to Gramm-Rudman. (3) Highway construction funding. (4)

Lack of highway funding to build roads; ability to sell bonds given new tax laws. (5) Road maintenance funding. (6) Drunk drivers. (7) Highway safety and the speed limit. (8) Hazardous materials transportation. (9) Overall operation of facilities. (10) Coordination of transportation services. (11) Highway construction. (12) Finishing interstate construction. (13) Age of capital equipment. (14) Highway maintenance. (15) Railroad abandonment.

Source: The Center for Transportation, The Council of State Governments

CHAPTER TEN

Long-Term Priority Transportation Issues
Southern States

Alabama -- No response

Arkansas -- (1) Financing a progressive road program on a continuing basis. (2) Finding revenue for port facility expansion. (3) Finding matching funds for inland waterway development. (4) Long term planning by local transportation providers. (5) Continued federal/state/local partnerships. (6) Development of managers and improved management techniques. (7) Wearing out of interstate and primary highways with subsequent demands on funding resources. (8) Rural transportation. (9) Safety. (10) Waste sites. (11) Roadways. (12) Availability and cost of liability insurance. (13) Increasing number of heavy trucks. (14) Industry development.

District of Columbia -- (1) Financing -- stable/reliable funding sources that permit planning to be effective. (2) Financing public transportation. (3) Financing equipment replacement -- mass (rail) transit. (4) Preparing for future costs of mass transit system (and coordinating financing with other governments in the region). (5) Maintaining regional agreement for regional system. (6) Repair and maintenance of streets, highways and bridges. (7) Bridge replacement/rehabilitation. (8) Maintenance of public transportation system. (9) Rural transportation. (10) Parking. (11) Highway safety/hazardous materials transportation. (12) Commuter road use.

Florida -- (1) Funding. (2) Overcoming backlog of current transportation needs (highways and transit). (3) Exploration and implementation of new financing techniques. (4) Identification of modal mix and design of a system which will best meet future transportation needs from both a social and an economic point of view. (5) Expanding the transportation system to accommodate rapid growth of state population. (6) Determining who should pay and how much to pay for the impacts of developments/growth on the transportation system. (7) Protection of right-of-ways. (8) Establish respective roles and responsibilities of various levels of governmental/private sector. (9) Transportation management (probable reorganization). (10) Using transportation as a growth management tool.

Georgia -- (1) Metro Atlanta mass transit expansion. (2) Motor carrier safety. (3) Savannah bridge and harbor development. (4) Insurance availability and cost of carrier insurance coverage. (5) Operating in a partially deregulated environment. (6) Developmental highway program.

Kentucky -- (1) Funding. (2) Finances. (3) Available funding. (4) Meeting needs for existing and expanded infrastructure with limited funding available. (5) Cutbacks at the federal level are forcing the states to supplement or replace funds needed in supplementing urban, rural, and handicapped transportation. (6) Funding for local government highway programs. (7) Planning. (8) Planning and programming. (9) Continuity of executive branch transportation leadership. (10) Local government awareness, interest and support. (11) Aging facilities. (12) Maintenance and reconstruction of deficient bridges. (13) Highway safety. (14) Hazardous materials transport. (15) Liability insurance. (16) Finding methods of overcoming the continuing increase in the cost of liability insurance for transit, rail, and personal liability. (17) Coal transport. (18) Enforcement of motor carrier laws relating to safety, weight limits, and taxation--particularly in relation to coal haulers.

Louisiana -- (1) Money. (2) Funding will continue to be a problem. (3) Land use compatibility and zoning. (4) Marketing land-use compatibility and zoning to the public. (5) Being able to recruit and keep qualified personnel. (6) Provide modern port facilities. (7) Deepening the mouth of the Mississippi River to 55 feet. (8) General aviation and reliever airport funding. (9) Airport noise and environmental concerns.

Maryland -- (1) Transportation finance. (2) Operating costs. (3) Maintaining and enhancing a sound financial base of the transportation system in view of federal cuts. (4) Providing cost-effective, high-quality, efficient, and safe transportation services and facilities in areas of rapid development. (5) Telecommunications. (6) Preserving transportation facilities under state or shared responsibility, including rehabilitation or replacement of bridges and transit vehicles. (7) Balanced system in urban areas. (8) New highways. (9) Motor carrier procedures. (10) Financing of transportation programs. (11) Port development. (12) Motor carrier safety and transportation of hazardous materials.

Mississippi -- (1) Funding for highway construction and maintenance. (2) Development of adequate highway system. (3) Improved administration of highway program. (4) Coordinated DOT. (5) Highway maintenance and construction. (6) Utilization of state inland ports and Tenn/Tom waterway. (7) Railroads. (8) Railroad availability in light of continuing abandonment.

North Carolina -- (1) Sources of transportation funding. (2) Sufficient and predictable revenues. (3) Revenues not keyed to inflation. (4) Traffic growing faster than revenues. (5) Need for adequate long-range financing for maintenance and construction projects. (6) Highway funding. (7) Funding of human service transportation. (8) Improving management of transit operation. (9) Proper reaction to abdication of federal transit assistance. (10) Need to coordinate new highway construction in order to enhance economic development in the state. (11) Sorting out new federal/state/local roles in providing for transportation. (12) Infrastructural transportation decay. (13) Need for increased emphasis on maintenance of existing highway network. (14) Maintaining a necessary highway maintenance priority in face of severe construction growth demands on limited resources. (15) Public transportation. (16) Drunk driving. (17) Motor carrier safety. (18) Continue to address the need to pave unpaved roads within the state.

Oklahoma -- (1) Funding. (2) Funding -- adequate, stable source. (3) Long-term stable source of funding. (4) Lack of money. (5) Oklahoma is falling further behind on amounts needed for preservation and development of infrastructure. (6) Finance -- Oklahoma is experiencing economic down-turn with agricultural and oil revenue declining. (7) Turnpike financing and operation. (8) Development of a strategic transportation plan to support economic growth. (9) Manpower. (10) Availability of trained personnel to replace retirees. (11) Improving the capability of counties and small cities to maintain their roads and streets. (12) Roads improvement. (13) Bridges improvement. (14) Mass transportation -- Oklahoma needs mass transportation accessible to all residents. (15) State control over county road system. (16) Safety -- bridges and roadway maintenance shortcomings and timely inspection. (17) Drunk driving. (18) Seat belt usage. (19) Hazardous materials transport. (20)

Liability problems. (21) Airport improvement.

Puerto Rico -- (1) Development of highway plan. (2) Ports and airports development planner. (3) Public transportation.

South Carolina -- (1) Funding. (2) Transportation funding. (3) Highway construction financing. (4) Highway maintenance financing. (5) Providing intermodal access to all areas of the state. (6) Identifying future transportation needs. (7) Coordination of state's transportation functions. (8) Maintaining state transportation system. (9) Transportation availability to transportation-dependent persons. (10) Highway safety. (11) Railway crossing safety. (12) School bus safety.

Tennessee -- (1) Funding sources for highway. (2) Public transportation finance. (3) Provision of long-term state and/or local financing for mass transit. (4) Keeping up with transportation needs. (5) Development of non-highway transportation modes. (6) Distribution of local share of state gas tax. (Existing formula favors rural over urban areas). (7) Highway maintenance. (8) Highway improvement. (9) Development of urban mass transit systems. (10) Urban traffic congestion. (11) Urban congestion and growth. (12) Moving of traffic in major urban areas. (13) Industrial highways for rural development. (14) Highway safety. (15) General physical condition of drivers: fatigue, drugs, alcohol. (16) Commercial vehicle safety. (17) Unsafe companies and what to do with them. (18) Expansion/improvement of highway system to relieve urban congestion and foster rural job growth. (19) Network of highways to assist industrial development in jobless areas of state.

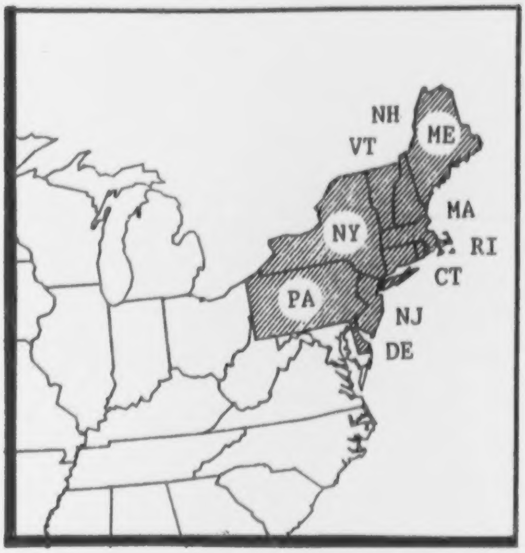
Texas -- (1) Improved funding for construction and education to improve grade crossing safety. (2) Balancing transportation improvement needs with community and environmental concerns. (3) Planning for effective mass transit facilities in our cities. (4) Maintaining affordable freight options for all areas of the state. (5) Educating the general public to convince them to use available mass transit facilities. (6) Alleviating urban congestion. (7) Resolution of hazardous materials transportation problems as they affect the public. (8) A unified national transportation policy is needed now to replace the current fragmented policies.

Virginia -- (1) Stable funding. (2) Stability of finances. (3) Stable finance mechanisms. (4) Legislative resistance to allocating funds for urban needs. (5) New construction as the result of new tax revenues ($425,000,000 annually). (6) Funding and the timely construction of new roads. (7) Ensuring sufficient funds are available (tax revenue, bond market) to support a $10 billion highway construction program over the next 10 years. (8) Funding of airport needs. (9) Establishing capability within a 20-year planning perspective to fund an additional $10 billion in highway construction requirements. (10) Evaluating critical needs of airports, seaports, and mass transit and establishing a method of allocation for these needs that is not overshadowed by highway program. (11) Operational efficiency. (12) Management of new transportation fund. (13) Insuring that all modal programs are integrated for the overall economic good of the state. (14) Maintaining a good maintenance program. (15) Establishing a stable construction program. (16) Expanded construction program. (17) Infrastructure construction: Highways/bridges/tunnels/ports. (18) Rapid urban and suburban growth. (19) Effective urban mass transit. (20) Older drivers. (21) Safety belts, alcohol, and drugs. (22) "Not in my backyard" citizen resistance. (23) Harbor deepening. (24) Developing a new marine terminal. (25) Commuter rail service to Washington, D.C. (26) Airport closures. (27) Terminal capacity -- need four new terminal buildings.

West Virginia -- (1) Funding -- a dedicated state funding source for transit is needed. (2) Lack of highway funding to build roads; ability to sell bonds to complete interstate system, given new tax laws. (3) Replacement of capital equipment. (4) Highway maintenance. (5) Ability to build and maintain many miles of roads to service two million residents. (6) Upgrading secondary road program. (7) Interstate rehabilitation. (8) Bridge replacement program. (9) Highway safety and the speed limit. (10) Highway construction. (11) Railroad abandonments.

Source: The Center for Transportation, The Council of State Governments

11 TRANSPORTATION PROBLEMS IN THE EASTERN STATES


NH
VT
ME
MA
NY
RI
CT
PA
NJ
DE

CHAPTER ELEVEN

TRANSPORTATION PROBLEMS IN THE EASTERN STATES

This chapter contains information on the priority transportation issue areas for 1987 and for long-range ones in the Eastern states. The information was compiled from two questions in the survey which asked respondents to list briefly the three most important transportation problems facing their state in 1987, and the three most important long-term ones.

Table 11.1 (pages 244 to 246) is a cross-index of the Eastern Region responses, broken down into 14 categorical areas of concern, for short-term issues (1987). **Table 11.2** (pages 247 to 249) is a similar cross-index for long-term problems in the Eastern region. Chapter 8 contains a complete explanation of the methodology used to form the 14 categorical issue areas, as well as a discussion of them.

From **Tables 11.1 and 11.2**, policymakers and others can quickly identify the specific transportation concerns cited by survey respondents from their state. They then can compare the issues of their state with those of adjacent states, and, together with other policymakers, can generate new ideas on issues and directions to take.

The actual written answers from survey respondents for short-term concerns begin on page 250. The answers are grouped randomly by state. Because of relatively small sample sizes at the state level, we made no attempt to rank-order the responses.

The actual written responses concerning long-term concerns begin on page 253. The analytic structures described for the short-term responses apply here also.

CHAPTER ELEVEN

Table 11.1
Index to Identify Priority Transportation Issues for 1987
Eastern States

PROBLEM AREA	CT	DE	ME	MA	NH	NJ	NY	PA	RI	VT
1. Air Transportation										
Generally					*	*				
Service										
Airports										
Public Relations						*				
Construction/Improvement	*									
2. Economic Development										
Generally										
3. Environmental Concerns										
Generally										
Noise				*						
Conservation							*			
4. Highways										
Generally										
Construction			*							
Bridges				*					*	
Congestion	*	*					*			
Planning					*					
Rural				*						
Miscellaneous										
5. Insurance/Liability										
Generally								*		*
Airport										
6. Maintenance										
Generally		*	*				*			
Highway	*		*			*	*		*	
Bridges								*		
Mass Transit							*			
7. Motor Carriers										
Generally			*				*			
Procedures										
Weight Limits										
Miscellaneous										

Table 11.1 (Continued)
Index to Identify Priority Transportation Issues for 1987
Eastern States

PROBLEM AREA	CT	DE	ME	MA	NH	NJ	NY	PA	RI	VT
8. Ports/Waterways										
Generally		*			*					
Expansion/Development										
Specific										
9. Railways										
Abandonment										
Service										
Freight	*	*					*			*
Commuter				*						
Miscellaneous										
10. Transportation Administration										
Planning/Development					*		*			*
Management	*					*			*	*
Coordination										
Personnel										
Public Relations		*							*	
Miscellaneous										
11. Transportation Finance										
Generally		*	*	*	*	*			*	*
Federal	*	*				*	*			*
State						*	*			
For Maintenance										
Highways										
Generally							*	*		
For Construction/ Maintenance		*	*							*
Federal			*						*	
State									*	
For Improvement							*		*	
Mass Transit	*					*	*	*	*	
Rail	*									
Air					*	*				
Ferry										
Motor Vehicle										
Miscellaneous										

Table 11.1 (Continued)
Index to Identify Priority Transportation Issues for 1987
Eastern States

PROBLEM AREA	CT	DE	ME	MA	NH	NJ	NY	PA	RI	VT
12. Transportation Regulation										
Generally	*	*		*						
Air										
Highway										
Motor Carrier										*
Federal										*
Miscellaneous										
13. Transportation Safety										
Generally										
Hazardous Waste		*					*			
Highway										
Generally									*	
Alcohol/Drugs									*	*
Speed Limit			*						*	*
Seat Belts		*							*	
Pedestrian/Bicycles										
Roads/Bridges										
Pipeline										
Motor Carrier	*									
Mass Transit										
Rail		*					*			
Air										
Miscellaneous										
14. Urban/Rural Transportation										
Urban	*	*	*				*			
Congestion										
Mass Transit										
Miscellaneous										
Rural			*							*
Special Needs		*	*			*		*		

Source: The Center for Transportation, The Council of State Governments

Table 11.2
Index to Identify Long-Term Priority Transportation Issues
Eastern States

PROBLEM AREA	CT	DE	ME	MA	NH	NJ	NY	PA	RI	VT
1. Air Transportation										
Generally		*			*	*			*	
Service										
Airports.										
Public Relations. . . .										
2. Economic Development										
Generally										
3. Environmental Concerns										
Generally							*			
Noise										
4. Highways										
Generally										
Construction.			*	*						
Bridges				*						
Congestion.	*						*			
Planning.	*									
Miscellaneous									*	
5. Insurance/Liability										
Generally										
6. Maintenance										
Generally		*	*				*			
Highway				*		*	*		*	
Bridges										
Mass Transit.										
7. Motor Carriers										
Generally										

Table 11.2 (Continued)
Index to Identify Long-Term Priority Transportation Issues
Eastern States

PROBLEM AREA	CT	DE	ME	MA	NH	NJ	NY	PA	RI	VT
8. Ports/Waterways										
Generally		*			*					
Expansion/Development										
Specific										
9. Railways										
Generally										
Abandonment										
Service		*	*					*	*	*
Freight	*						*	*		
Miscellaneous										
10. Transportation Administration										
Generally		*								
Planning/Development	*	*			*		*		*	*
Management						*	*			*
Coordination		*								
Personnel										
Public Relations		*								
Miscellaneous										
11. Transportation Finance										
Generally	*	*	*		*	*	*		*	*
Federal	*	*							*	
State		*				*			*	*
For Construction/ Maintenance										
Highways										
Generally							*	*	*	*
For Construction/ Maintenance										
Federal										
Miscellaneous										
Mass Transit							*	*		*
Rail							*			
Ports/Waterways										
Air					*					
Ferry										
Motor Carrier										
Miscellaneous										

Table 11.2 (Continued)
Index to Identify Long-Term Priority Transportation Issues
Eastern States

PROBLEM AREA	CT	DE	ME	MA	NH	NJ	NY	PA	RI	VT
12. Transportation Regulation										
Generally		*								*
Air										
Motor Carrier										
Miscellaneous										
13. Transportation Safety										
Generally										*
Hazardous Materials . .									*	
Highway										
Generally.										
Alcohol/Drugs.										
Speed Limit.										
Seat Belts										
Pipeline.										
Motor Carrier										
Mass Transit.										
Rail.										
Air										
Miscellaneous										
14. Urban/Rural Transportation										
Urban										
Generally.	*	*	*				*		*	
Congestion										
Mass Transit										
Miscellaneous.										
Rural			*							
Special Needs		*	*			*				

Source: The Center for Transportation, The Council of State Governments

CHAPTER ELEVEN

Priority Transportation Issues for 1987
Eastern Region

Connecticut -- (1) The Department of Transportation, while embarked upon a ten-year Infrastructure Renewal Program, cannot spend money as rapidly as originally expected because of a shortage of qualified contractors. (2) Operating and capital financing of existing commuter service. (3) Financing added commuter service in Connecticut. (4) Rail transit -- how the overburdened New Haven Line Service can be expanded without creating large additional costs to the state. (5) Truck safety and overweight trucks -- how the state will increase its enforcement efforts. (6) Truck safety, including tandem trailers, weight enforcement, safety inspections, and speed enforcement. (7) Developing engineering solutions to decrease the frequency of truck accidents on the state's interstate roadway system. (8) Traffic congestion. (9) Major artery congestion. (10) Best use of public transit. (11) Road repair. (12) Completing another year of the 10-year 5.5 billion Infrastructure Renewal Program in a safe and efficient manner. (13) Implementing major infrastructure program in state. (14) Moving freight. (15) Satisfying environmental and permit requirements and meeting legal challenges so that major construction projects may advance to construction. (16) Completing the Bradley International Airport Improvement Program.

Delaware -- (1) Funding. (2) Subsidies. (3) Cost containment. (4) Availability of federal funds. (5) Funding - federal reductions - service financing. (6) Need to charge tolls to get adequate funding for continued maintenance of our interstate system. (7) Seat belt laws. (8) "At grade" crossing conflict between rail vehicles, "non-rail" carriers, and passenger vehicles. (9) Traffic congestion. (10) Roadway congestion. (11) Highway congestion. The state, for all intents and purposes, has only one arterial highway. (12) Urban congestion. (13) Lack of limited access highway for intrastate travel. (14) Finalizing a major highway bypass. (15) Integrating urban development and public transit network. (16) Employment transportation (as a form of mass transportation) of people to and from employment (both interstate and intrastate). (17) Elderly and handicapped transportation. (18) Consequences of deferred maintenance from past years. (19) Labor relations. (20) Availability of rail freight service to rural areas and air passenger service. (21) Effect on goods movement by privatization of Conrail. (22) Bonding limits imposed on our capital projects. (23) Establishing a port administration.

Massachusetts -- (1) Finance. (2) Bridges. (3) Rural roads. (4) Commuter rail. (5) Regulation. (6) Noise.

Maine -- (1) Finance, subsidy. (2) Funding of programs. (3) Potential federal cut-backs in highway programs. (4) Financing existing maintenance and capital construction needs of highways via state resources. (5) 55 mph speed limit. (6) East-west highway construction. (7) Intercity service. (8) Rural industrial transportation. (9) Social Service Transportation. (10) Continued maintenance. (11) Refurbishing highway infrastructure. (12) Various trucking issues (user fees, administration, etc.)

New Hampshire -- (1) Providing adequate funding to meet transportation needs. (2) Finance for airports and navigation aids. (3) Implementation of recently extended toll turnpike system. (4) Increased traffic-growth and development. (5) Airports. (6) Navigation aids.

New Jersey -- (1) Funding. (2) Securing capital financing. (3) Need for operating assistance as federal aid declines. (4) Long term operating budget policy agreed to by state decision makers. (5) Need for capital funds for public transit. (6) Improving the economic picture of airports. (7) Accommodating ridership group. (8) Maintenance of traffic during reconstruction. (9) Growth management. (10) Loss of airports. (11) Public perception of aviation - legislation which constrains airports.

New York -- (1) Restructuring tax subsidies in light of federal tax reform. (2) New York bonds sold to provide funding through fiscal year 1988/89; that money is all allocated for certain programs. (3) Public financing of mass transit operations. (4) Deficits being run up by our two mass transit authorities. (5) Financing of mass transit operating needs in New York City. (6) Financing of mass transit capital needs in New York City. (7) Capital investment in New York City transit system. (8) Public transportation financing. (9) Finance of public transport, including rail, air, bus, and transit. (10) Financing highways, transit capital, and operating costs. (11) The lack of a dedicated source of funding for local highways and bridges. (12) Finance of highway improvements and maintenance. (13) Hazardous materials transportation. (14) Rail and truck safety (all aspects). (15) Solving congestion/development/ parking problems. (16) Mass transit ridership and cost of operation. (17) Infrastructure renewal. (18) Highway rehabilitation. (19) Mass transit repair. (20) New technology, applications, trends. (21) Lack of rail freight competition, financial health of railroads, state and local taxation of railroads. (22) Encouraging and achieving energy conservation. (23) Measuring conservation impact. (24) Adoption of standardized truck regulations and general freight policy.

Pennsylvania -- (1) Mass transit financing. (2) Urban transit financing - (operating subsidies). (3) Highway financing. (4) Elderly and handicapped transportation. (5) Highway bridge improvements. (6) Tort liability - regarding transportation - highways, etc.

Rhode Island -- (1) Finances. (2) Availability of federal funds for mass transportation operating assistances. (3) Availability of federal funds for highway projects. (4) Availability of state funds, for transportation programs, highway projects and highway maintenance. (5) Lack of permanent funding source for a six-year highway improvement program that is totally dependent on federal and state bond funds. (6) Traffic safety - highway and rural. (7) 55 mph speed limit. (8) Substance abuse. (9) Occupant restraints. (10) Construction of new Jamestown Bridge. (11) Road resurfacing and development. (12) Repaving state roads. (13) Maintenance of interstate, state highways - resources extremely limited. (14) Basic registry procedures regarding title, license, and registration. (15) Service demands in Division of Registry includes vehicle inspection and other services.

Vermont -- (1) Transportation financing. (2) Funds for continuing construction and maintenance. (3) Pending dip in federal funds. (4) Higher costs of highway maintenance. (5) 55 mph speed limit. (6) Drunk driving. (7) Generally poor coordination of human service transportation with rural transportation providers. (8) Develop and administer criteria for state grants to rural transportation providers. (9) Permits, environment, etc. (10) Continued availability of rail freight service due to instability of railroad operating companies. (11) Federal regulation. (12) Motor truck regulation. (13) Suits by Air Transport Association.

Source: The Center for Transportation, The Council of State Governments

CHAPTER ELEVEN

Long-Term Priority Transportation Issues
Eastern States

Connecticut -- (1) After the ten-year program ends in 1994, how will increasing maintenance costs be paid for? (2) Transportation financing on both the state and federal level. (3) Develop at a reasonable rate and have in place adequate public rail and bus transit for year 2000 and beyond with staff to administer same. (4) Mass transit. (5) Best use of public transit. (6) Developing viable plans that will increase utilization of public transportation services. (7) Maintaining public transportation services at an acceptable level and within financial constraints. (8) Traffic congestion. (9) Major artery congestion. (10) Transportation needs in Fairfield/New Haven Counties -- the highways are congested and rail system is overburdened. (11) Providing increased highway capacity in a manner that is locally acceptable and capable of being financed. (12) Developing viable plans to increase the capacity of Interstate 95 from New Haven to Greenwich. (13) Moving freight.

Delaware -- (1) Funding. (2) Financing. (3) Funding - federal reductions - service financing. (4) Availability of federal funds. (5) Threat to federal financial support. (6) Increased construction and maintenance costs falling to the state. (7) Transportation -- all modes (general). (8) Planning and integration. (9) Establishment of viable and cost-efficient transportation alternatives to automobile. (10) There will be an increased need, in the future, for even more cooperation between this state and the transportation "arms" of surrounding political subdivisions (such as large cities), federal rail transportation; and compacts (especially river, bay and bridge compacts). (11) Labor relations. (12) Integration of transportation planning (mass transit) with economic development initiatives. (13) Integrating urban development and public transit network. (14) Moving people/goods in and out of annual and seasonal congestion zones. (15) Elderly and handicapped transportation. (16) Maintaining what we have. (17) Providing the improvements necessary for economic development. (18) Place of air transportation and airfields in state's future. (19) Maintaining a through rail route. (20) Marketing the state's major port to compete in the 21st century. (21) Whether the Port of Wilmington and water shipping in general will progress or deteriorate. (22) Evolving federal policies.

Maine -- (1) Finance, subsidy. (2) Financing of operations. (3) Financing of capital improvements. (4) Financing of transportation infrastructure needs (particularly bridges). (5) Intercity service. (6) Rural industrial transportation. (7) Social service transportation. (8) Dealing with the aging driver. (9) East-west highway construction. (10) Continued maintenance. (11) Access bridges to/from rural markets via dwindling state railroad system and/or deregulated trucking industry.

Massachusetts -- (1) City and town road reconstruction. (2) Bridges. (3) Road resurfacing.

New Hampshire -- (1) Maintenance of a stable flow of transportation funds. (2) Funding maintenance of existing transportation system. (3) Finance for airports and navigation aids. (4) Creation of realistic development policies. (5) Airports. (6) Navigation aids.

New Jersey -- (1) Funding. (2) Securing capital financing. (3) Funding capital needs. (4) Funding maintenance needs. (5) Long-term operating budget policy agreed to by state decision makers. (6) Growth management. (7) Accommodating ridership group. (8) Maintenance of traffic during reconstruction. (9) Loss of airports.

New York -- (1) Lack of dedicated funding for transportation. (2) Infrastructure maintenance money through the issuance of post bonds. (3) Improvement of passenger and freight service through capital-intensive projects. (4) Public transportation financing. (5) Financing of public transport including rail, air, bus, and transit. (6) Capital investment in New York City transit system. (7) Financing highways, transit capital, and operating costs. (8) Finance of highway improvements and maintenance. (9) Providing an assured level of funding for highway rehabilitation equal to rate of deterioration. (10) Long-term financial health of railroads. (11) Preparing for future inter-modal growth (access rail clearances, etc.) (12) New technology, applications, trends. (13) Accommodating increased demand and fuel for services. (14) Assuring continued viability of mass transit. (15) Lack of planning in our mass transit agencies. (16) Commuter volume on mass transit facilities and highways outside of New York City. (17) Overcoming highway inadequacy -- near gridlock -- in major urban areas. (18) Infrastructure renewal. (19) Infrastructure renewal and maintenance. (20) Competitive rail freight service. (21) Air quality effect from transportation pollution. (22) Public financing of mass transit operations. (23) Improving overall efficiency of the system. (24) Upgrading state/local highway maintenance schedule.

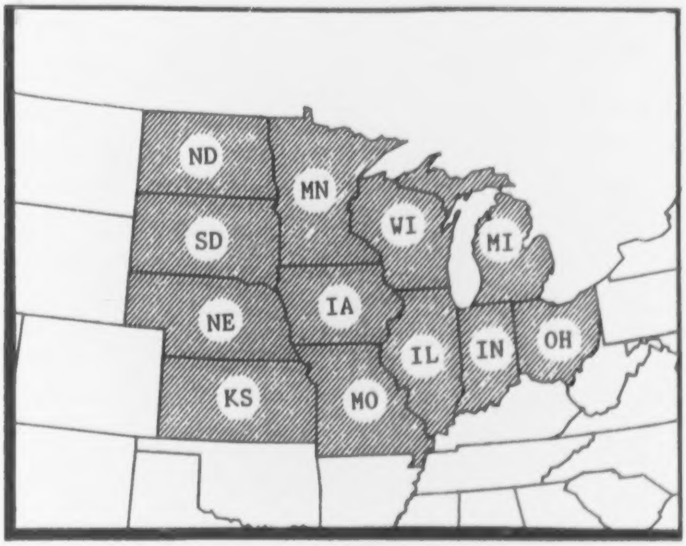
Pennsylvania -- (1) Mass transit financing. (2) Local financial support for public transit. (3) Urban and rural transit financing - operating and capital at state level. (4) Highway financing. (5) Goods movement (freight) transportation system needs. (6) Rail service preservation.

Rhode Island -- (1) Long-term permanent financing. (2) Consistent availability of federal funds. (3) Source of state funds for transportation. (4) State support for municipal transportation needs, i.e., aid to cities and towns for highway maintenance. (5) To obtain new statewide radio equipment for transportation vehicles. (6) Highway improvement financing. (7) Determination of direction that should be followed over the next 20 years to meet future demands and needs. (8) Improved public transportation. (9) Overall clean-up of our highways. (10) Highway maintenance. (11) To repave secondary roads. (12) Airport expansion and development. (13) Increased utilization of railway services. (14) Highway safety.

Vermont -- (1) Transportation finance. (2) Raise additional money. (3) Controlling administrative costs. (4) New construction. (5) Rural transit state aid - extent and purpose; achievement of full coordination of school, public, and human service transport. (6) Funding public transit. (7) Highway maintenance costs. (8) Long-range planning. (9) Permits, environment, etc. (10) Continuation of needed rail service - freight and passenger. (11) Hazardous materials incidents -- emergency response preparedness. (12) Federal regulation.

Source: The Center for Transportation, The Council of State Governments

12 TRANSPORTATION PROBLEMS IN THE MIDWESTERN STATES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CHAPTER TWELVE

TRANSPORTATION PROBLEMS IN THE MIDWESTERN STATES

This chapter contains information on the priority transportation issue areas for 1987 and for long-range ones in the Midwestern states. The information was compiled from two questions in the survey which asked respondents to list briefly the three most important transportation problems facing their state in 1987, and the three most important long-term ones.

Table 12.1 (pages 258 to 260) is a cross-index of the Midwestern Region responses, broken down into 14 categorical areas of concern, for short term issues (1987). **Table 12.2** (pages 261 to 263) is a similar cross-index for long-term problems in the Midwestern region. Chapter 8 contains a complete explanation of the methodology used to form the 14 categorical issue areas, as well as a discussion of them.

From **Tables 12.1 and 12.2**, policymakers and others can quickly identify the specific transportation concerns cited by survey respondents from their state. They then can compare the issues of their state with those of adjacent states, and together with other policymakers, can generate new ideas on issues and directions to take.

The actual written answers from survey respondents for short-term concerns begin on page 264. The answers are grouped randomly by state. Because of relatively small sample sizes at the state level, we made no attempt to rank-order the responses.

The actual written responses concerning long-term concerns begin on page 267. The analytic structures described for the short-term responses apply here also.

Table 12.1
Index to Identify Priority Transportation Issues for 1987 Midwestern States

PROBLEM AREA	IL	IN	IA	KS	MI	MN	MO	NE	ND	OH	SD	WI
1. Air Transportation												
Generally								*				
Service				*			*	*	*		*	
Airports.	*	*					*					
Public Relations.												
Construction/Improvement.												
2. Economic Development												
Generally	*			*	*		*			*		
3. Environmental Concerns												
Generally												
Noise												
Conservation.												
4. Highways												
Generally	*	*			*							
Construction.												
Bridges												
Congestion.												
Planning.												
Rural												
Miscellaneous												
5. Insurance/Liability												
Generally		*					*			*		
Airport												
6. Maintenance												
Generally					*				*	*		
Highway		*			*		*					*
Bridges												
Mass Transit.												
7. Motor Carriers												
Generally												
Procedures.												
Weight Limits					*	*			*			
Miscellaneous						*						

Table 12.1 (Continued)
Index to Identify Priority Transportation Issues for 1987
Midwestern States

PROBLEM AREA	IL	IN	IA	KS	MI	MN	MO	NE	ND	OH	SD	WI
8. Ports/Waterways												
Generally												
Expansion/Development												
Specific												
9. Railways												
Abandonment		*		*		*			*	*		*
Service	*			*						*	*	
Freight												
Commuter												
Miscellaneous		*										
10. Transportation Administration												
Planning/Development		*		*		*		*				
Management			*				*	*				
Coordination				*								
Personnel			*						*			
Public Relations				*			*					
Miscellaneous												
11. Transportation Finance												
Generally		*	*	*	*		*	*	*	*	*	*
Federal						*			*		*	
State						*		*				
For Maintenance			*			*	*		*			
Highways												
Generally	*	*		*	*	*			*		*	
For Construction/ Maintenance	*			*				*	*		*	*
Federal	*						*				*	*
State		*				*					*	
For Improvement												
Mass Transit	*					*	*					
Rail												
Air				*				*				
Ferry												
Motor Vehicle												
Miscellaneous												

Table 12.1 (Continued)
Index to Identify Priority Transportation Issues for 1987
Midwestern States

PROBLEM AREA	IL	IN	IA	KS	MI	MN	MO	NE	ND	OH	SD	WI
12. Transportation Regulation												
Generally		*				*					*	
Air												
Highway				*		*		*			*	*
Motor Carrier		*					*	*	*			
Federal												
Miscellaneous												
13. Transportation Safety												
Generally			*							*		*
Hazardous Waste						*	*					
Highway												
Generally												
Alcohol/Drugs				*			*					
Speed Limit			*		*		*				*	
Seat Belts						*						*
Pedestrian/Bicycles												
Roads/Bridges							*					
Pipeline						*						
Motor Carrier		*			*							
Mass Transit												
Rail												
Air												
Miscellaneous							*					
14. Urban/Rural Transportation												
Urban	*				*	*						
Congestion												
Mass Transit												
Miscellaneous												
Rural				*				*	*			*
Special Needs	*											

Source: The Center for Transportation, The Council of State Governments

Table 12.2
Index to Identify Long-Term Priority Transportation Issues
Midwestern States

PROBLEM AREA	IL	IN	IA	KS	MI	MN	MO	NE	ND	OH	SD	WI
1. Air Transportation												
Generally								*				
Service				*				*	*		*	*
Airports.	*	*		*								
Public Relations. . . .												
2. Economic Development												
Generally	*	*		*	*	*	*			*		*
3. Environmental Concerns												
Generally												
Noise												
4. Highways												
Generally			*		*		*	*			*	*
Construction.												
Bridges												
Congestion.												
Planning.												
Miscellaneous												
5. Insurance/Liability												
Generally		*				*		*				
6. Maintenance												
Generally		*			*	*		*	*	*	*	
Highway	*	*		*	*	*						*
Bridges												
Mass Transit.												
Railways.											*	
7. Motor Carriers												
Generally						*			*		*	
8. Ports/Waterways												
Generally												
Expansion/Development .												
Specific.												

Table 12.2 (Continued)
Index to Identify Long-Term Priority Transportation Issues
Midwestern States

PROBLEM AREA	IL	IN	IA	KS	MI	MN	MO	NE	ND	OH	SD	WI
9. Railways												
Generally		*										
Abandonment	*	*							*	*		
Service	*					*				*	*	
Freight												
Miscellaneous												
10. Transportation Administration												
Generally												
Planning/Development. .				*	*	*			*	*		*
Management.		*	*	*		*	*	*				
Coordination.				*		*				*		
Personnel			*									
Public Relations. . . .				*								
Miscellaneous												
11. Transportation Finance												
Generally	*	*	*	*	*	*		*	*	*		*
Federal.												
State.												
For Construction/ Maintenance . .			*				*		*			
Highways												
Generally.	*	*		*		*	*		*		*	
For Construction/ Maintenance . .			*	*		*		*	*		*	*
Federal.					*		*					*
Miscellaneous. . . .		*										
Mass Transit.	*	*										
Rail.												
Ports/Waterways												
Air				*	*			*				
Ferry												
Motor Carrier												
Miscellaneous												

Table 12.2 (Continued)
Index to Identify Long-Term Priority Transportation Issues
Midwestern States

PROBLEM AREA	IL	IN	IA	KS	MI	MN	MO	NE	ND	OH	SD	WI
12. Transportation Regulation												
Generally		*			*				*		*	
Air												
Motor Carrier		*				*						
Miscellaneous				*								
13. Transportation Safety												
Generally												
Hazardous Materials	*							*				
Highway												
Generally			*				*					*
Alcohol/Drugs												
Speed Limit												
Seat Belts												
Pipeline						*						
Motor Carrier									*			
Mass Transit												
Rail												
Air												
Miscellaneous												
14. Urban/Rural Transportation												
Urban												
Generally						*	*					
Congestion												
Mass Transit												
Miscellaneous												
Rural	*			*			*	*	*			*
Special Needs								*				

Source: The Center for Transportation, The Council of State Governments

CHAPTER TWELVE

Priority Transportation Issues for 1987
Midwestern States

Illinois -- (1) Highway funding. (2) Highway finance. (3) Federal manipulation of highway funds. (4) Highway improvements and funding from the user tax. (5) Mass transit funding. (6) Mass transit finance and subsidies. (7) Urban mass transit funding cutbacks. (8) Funding for mass transportation for the disabled. (9) Railroad development and continuation of service. (10) Airport expansion and environmental concern. (11) Airport expansion, including noise problems. (12) Serving suburban markets with public transit. (13) Serving the public transit needs of the elderly and disabled. (14) Rural development. (15) Continuation of federal highway and transit programs.

Indiana -- (1) Finance. (2) Highway finance. (3) Highway finance -- state and local. (4) Motor carrier safety and regulation (or deregulation). (5) Railroad abandonments/mergers. (6) Rail network reductions. (7) Shortline development (rail). (8) Competitive access (rail). (9) Coordinated planning. (10) Airport development. (11) The threat of federal pre-emption. (12) The future of economic regulation of motor carriers. (13) Highway maintenance. (14) Liability insurance. (15) Toll roads.

Iowa -- (1) Financing not sufficient for support needs. (2) Funding a declining infrastructure. (3) Vehicular safety. (4) Driver compliance. (5) What to do about 55 mph speed limit. (6) Changing roles of federal, state, and local governments. (7) Personnel management as affected by retirements and salary/benefit structure.

Kansas -- (1) Funding. (2) Highway funding. (3) Lack of funds to build, maintain, and repair deteriorating infrastructure (highways). (4) Highway financing of maintenance and system expansion. (5) Airport funding. (6) Highway safety, drugs, etc. (7) Railroad abandonments/mergers. (8) Continued railroad service to small communities. (9) Programming. (10) Failure to consider rail transportation in the state's transportation plan. (11) Lack of coordination between privately-owned rail transport and publicly-provided highway system for trucks. (12) Information on public benefits derived from the various transport modes. (13) Lack of affordable air services. (14) Continued busline service to small communities. (15) Lack of highway bill. (16) Economic development. (17) Highway system expansion tied to economic development schemes.

Michigan -- (1) Revenue. (2) Needs. (3) Speed limits. (4) Safety--trucks and passenger cars. (5) Improved and effective public transportation. (6) Maintenance. (7) Maintenance of existing roadways. (8) Heavy trucks. (9) Economic development. (10) Creation of new roadways. (11) Financing--highways.

Minnesota -- (1) Less federal aid available. (2) Lack of funds -- return or replacement of Motor Vehicle Tax moneys (state funding). (3) Cost of maintenance (cost control). (4) Highway and other infrastructure funding--we have a mature system that needs renewal and upgrading. (5) Adequacy of highway financing. (6) Highway finance -- will the state put large amounts of general fund money into highways? (7) Funding for a continued good highway system--state and local--is in short supply; very expensive to maintain an excellent rural system. (8) Transit and highway financing. (9) Transit financing and plans for expansion where there may be little or no market. (10) Safety belts. (11) Pipeline safety. (12) Pipeline safety checks. (13) Improving pipeline safety. (14) Transportation of hazardous materials. (15) Rural rail abandonment. (16) DOT budget approval and priorities. (17) Change in leadership in Department of Transportation. (18) Urban transportation "people movers". (19) Declining federal participation in transit programs. (19) Huge expense of publicly subsidized mass transit--is it worth it? (20) Dealing in the urban environment--economic development demands, airport noise, traffic congestion, dislocation of commercial transportation from urban centers. (21) Suburban transportation--traffic bottlenecks in rapidly growing suburbs. (22) Transportation regulation and competition--much change is occurring with significant impacts on cost, safety, and industry/health. (23) Penalty for seat belt law (now we have mandatory use law without penalty). (24) Truck weight restrictions. (25) Recovery of highway costs from trucks.

Missouri -- (1) Money. (2) Funding for transportation improvements projects. (3) The number-one problem is generating more revenue for highway and transportation needs. State and federal funding. (4) Court-ordered busing costs. (5) Speed limits (increasing to 65 mph). (6) Traffic safety - alcohol/ drug involvement. (7) Safety of roads and bridges. (8) Hazardous material cargo. (9) Improper use of ATV's. (10) The changing roles of federal and state governments in transportation issues. (11) Taking care of complaints filed with the Missouri DOT. (12) Airline mergers and relocation of hubs. (13) Airport capacity in Chicago metropolitan area. (14) National Weight Distance Tax Proposal. (15) Maintenance and repair of bridges and roads. (16) Foreign trade and its impact on the need for transportation. (17) Trying to take care of carrier insurance concerns.

Nebraska -- (1) Exposure to funding. (2) Inadequate funding to meet needs. (3) Revenue diversion. (4) State revenue shortfalls affecting regulatory transportation agencies at the state and local levels. (5) Road construction costs--Insufficient financial resources. (6) Lack of funding for small airport maintenance. (7) Prioritizing of projects. (8) Establishing a uniform and auditable traffic ticket system. (9) Determination of construction reports. (10) Increasing compliance with state's safety belt and child restraint law. (11) Demise of general aviation. (12) Air service to small communities. (13) Rural transportation needs. (14) Control of size of state highway system. (15) Licensing of commercial motor vehicle operators.

North Dakota -- (1) Funding. (2) Financing. (3) Relationship with federal funding--pressures about speed limit laws and seat belt laws. (4) Construction maintenance financing. (5) Road system and funding--North Dakota has the most highway miles per capita in the nation, so adequate funding is always a problem. (6) Available moneys for highway construction. (7) Rail abandonment. (8) Creation of shortline railroads. (9) Personnel. (10) Air service in light of air carrier deregulation. (11) Availability of better airline service. (12) Rural transportation problems. (13) Motor carrier regulatory reform. (14) Maintenance of present system. (15) Truck weights. (16) Truck length.

Ohio -- (1) Finance. (2) Sufficient funding. (3) Safety. (4) Branch line rationalization. (5) Sale of Conrail. (6) Possible implementation of high-speed rail passenger system between Cleveland, Columbus, and Cincinnati. (7) Preservation of the existing systems. (8) Providing improvements for economic development. (9) Insurance.

South Dakota -- (1) Transportation financing. (2) Loss of federal funds because of non-compliance with 21-year-old drinking age. (3) Highway financing. (4) Highway financing reductions. (5) Need for added federal highway funds. (6) Federal aid highway fund sanctions for drinking age, 55 mph speed limit and 11 other items. (7) Need for added state highway funds. (8) Highway financing in general--need for more revenue at state and local levels. (9) Funding for highway construction and maintenance. (10) Speed limits. (11) Continued compliance with the 55 mph speed limit. (12) Viability of our rail service continuing at present level. (13) Declining air and rail service. (14) Air service by subsidized carriers and how we ensure it continues. (15) Air service to small commercial service airports. (16) Federal transportation regulations and sanctions. (17) Failure of Congress to pass a highway re-authorization bill. (18) Billboard problem with the federal government.

Wisconsin -- (1) Funding. (2) Lack of transportation funds. (3) Equitable federal highway aid allocations. (4) Money for new highway construction. (5) Money for highway maintenance. (6) Funding increases for highway maintenance. (7) Safety. (8) Seat belt usage. (9) The mandatory use of seat belts. (10) Rail abandonments and loss of rail freight service. (11) Local transportation needs. (12) Local transportation aids. (13) De-mapping of Highway 32 by the federal government. (14) Deterioration of current highway system. (15) Rehabilitation of existing highways.

Source: The Center for Transportation, The Council of State Governments

CHAPTER TWELVE

Long-Term Priority Transportation Issues
Midwestern States

Illinois -- (1) Funding of all kinds. (2) Highway finance. (3) Mass transit funding. (4) Adequate capital funding for public transit. (5) Highway improvements and repair. (6) Airport expansion. (7) Airport expansion, including noise problems; federal manipulation of highway funds; and mass transit finance and subsidies. (8) Rail abandonment. (9) Establishing and maintaining rail corridors and service, including proposed Illinois to Michigan high-speed line. (10) Transportation services and facilities in rural areas (public transit, rail freight, highways, intercity air and bus service). (11) Economic development: impact on transportation needs, and vice versa. (12) Road building as an economic development tool. (13) Rural development. (14) Establishing guidelines for transportation of hazardous materials.

Indiana -- (1) Adequate finance. (2) Highway finance. (3) Financing highways for safety and economic development and congestion. (4) Public transportation finance, including social service agency; transportation subsidies. (5) Modernization. (6) Highway maintenance. (7) A viable system. (8) Airport development. (9) Rail industry viability. (10) Railroad abandonments/mergers. (11) Downsizing of rail network, along with the shift from manufacturing to a service-oriented economy. (12) Access to world markets. (13) Financing local airports for economic development. (14) The threat of federal pre-emption. (15) The future of economic regulation of motor carriers. (16) Liability insurance.

Iowa -- (1) Financing the transportation system. (2) Funding a declining infrastructure. (3) Financing maintenance and construction of needed highways. (4) Changing roles of federal, state, and local governments. (5) Personnel management as affected by retirements and salary/benefit structure. (6) Driver education and improvement in safe driving. (7) Highway needs.

Kansas -- (1) Funding. (2) Determining how best to spend limited resources. (3) Highway funding. (4) Lack of funds to build, maintain, and repair deteriorating infrastructure (highways). (5) Airport funding. (6) Highway maintenance. (7) How existing roads can be maintained under the limited financing that is available. (8) Failure to consider rail transportation in state's transportation plan. (9) Can the state undertake an aggressive long-term commitment in new road construction? (10) How can an aggressive long-term commitment in new road construction be financed in a way that would be acceptable to the Kansas legislature? (11) Loss of competitive services--rail, air, etc. (12) Lack of coordination between privately-owned rail transport and publicly-provided highway system for trucks. (13) Information on public benefits derived from the various transport modes. (14) Air service for smaller communities. (15) Airport maintenance. (16) Providing rail, truck, and bus service to small cities. (17) Economic development. (18) Interstate agreements on registrations--many owners escaping taxation.

Michigan -- (1) Revenue. (2) Reducing national deficit--operation for highways -- federal funds. (3) Reducing national deficit--airports. (4) Maintenance. (5) Maintenance of existing roadways. (6) Improved and effective public transportation. (7) Meeting the demands placed on local systems. (8) Meeting long-range economic development needs. (9) Creation of new roadways. (10) Federal policy.

Minnesota -- (1) Funding. (2) Stable source of funding. (3) Highway and transit financing. (4) Financing of highways and transit. (5) Adequate highway funding. (6) Financing highway improvements. (7) Financing maintenance/ reconstruction of highways. (8) Infrastructure maintenance. (9) Deterioration of infrastructure--highways, pipelines, waterways, railroads, and airway. (10) More rational planning of transportation projects. (11) Planning decision on: how best to handle congestion in half of the Twin Cities area, where added highway capacity is not possible, and noise at major regional airport. (12) Maintaining competitive transportation environment for the movement of people and goods. (13) Establishing more public-private partnerships. (14) Maintaining freight and rail service in intrastate areas (truck weight issues, rail abandonment). (15) Build light rail system in Twin Cities metro area. (16) Urban congestion. (17) Meeting problems of congestion on urban development strips. (18) Maintaining urban transit service system (suburban vs. city conflict). (19) Urban transportation/monorail or other rapid transit. (20) Suburban transportation needs. (21) Using transportation to support economic growth. (22) Getting all states to be more open-minded on truck regulations. (23) Minimizing all truck functions requirements. (24) Petroleum pipeline safety. (25) Consequences of increasing allowable truck weights and lengths on all highways. (26) Increases in long, heavy trucks. (27) Tort liability. (28) Rebuild and improve highway system.

Missouri -- (1) Funding for transportation improvements projects. (2) Financing highway transportation infrastructure. (3) Generating more revenue for highway and transportation needs--state and federal funding. (4) The changing roles of federal and state governments in transportation issues. (5) Urban mass transit. (6) Public transportation access to areas of state. (7) Foreign trade and its impact on the need for transportation. (8) Projecting multi-lane highway needs. (9) Maintaining speed compliance through adequate enforcement.

Nebraska -- (1) Funding for transportation-related agencies. (2) Inadequate funding. (3) Insufficient financial resources for road construction needs. (4) Lack of funding for small airport maintenance. (5) Preservation of existing system. (6) Efficiency in management of the state transportation organization. (7) Fraudulent identification for driver's license applicants and ensuring single license issuance. (8) Demise of general aviation. (9) Air service to small communities. (10) Rural transportation needs. (11) Addressing the problems associated with an extremely rapidly growing older driver population over age 55 (training, testing, licensing, alternative transportation). (12) Reconstruction of interstate. (13) Movement of hazardous materials. (14) Transportation of hazardous materials. (15) Exposure to liability.

North Dakota -- (1) Funding. (2) Financing. (3) Construction/maintenance financing. (4) Road system and funding--North Dakota has the most highway miles per capita in the nation, so adequate funding is always a problem. Local rural roads probably never will be paved; some are being "depaved." (5) Available moneys for highway construction. (6) Maintenance. (7) Bridge replacement. (8) Geography--population density is about one percent of some Eastern states--how to provide transportation over great distances with few people. (9) Maintaining adequate air service. (10) Abandonment of railroad lines. (11) Rural transportation problems. (12) Competition of a deregulated environment. (13) Motor carrier vehicle safety. (14) Truck length. (15) Truck weights.

Ohio -- (1) Finance. (2) Sufficient funding. (3) Preservation of the existing systems. (4) Capital equipment which is reliable. (5) Service expansion. (6) Inter-modal freight. (7) Branch line rationalization. (8) High speed rail. (9) Providing improvements for economic development.

South Dakota -- (1) Highway finance. (2) Funding for highway construction and maintenance. (3) Maintenance of transportation system. (4) Maintenance of large system in rural state. (5) Maintenance of state-owned core rail system in the state. (6) Air service--adequate service under deregulation. (7) Continuation of essential air service subsidies for most air routes in the state, or loss of service. (8) Air service by subsidized carriers and how we ensure it continues. (9) Reduction in air service (commercial). (10) Viability of our rail service continuing at the present level. (11) Rail traffic for grain, pulpwood, rock, and cement. (12) Backlog of highway needs. (13) Increasing unmet backlog of highway needs. (14) Increasing federal regulation. (15) Design of highway system for longer, wider, and heavier trucks. (16) Heavier loads.

Wisconsin -- (1) Funding. (2) Equitable federal highway aid allocations. (3) Funding for highway maintenance. (4) Deterioration of current highway system. (5) Rehabilitation of existing highways. (6) Determining modal needs. (7) Availability of better airline service. (8) Local transportation aids. (9) Using the transportation system to serve economic development. (10) Expansion of Highway #43. (11) Increased safety for highways. (12) Seat belt usage.

Source: The Center for Transportation, The Council of State Governments

13 REGIONAL RELATIONSHIPS TO THE ISSUES

FOOD MART
RESTAURANT

CHAPTER THIRTEEN

REGIONAL RELATIONSHIPS TO THE ISSUES

This chapter discusses possible causal relationships between region and the issue interest areas measured in the survey.

Regression analysis is a statistical technique which is used to identify the possibility of a causal relationship between an independent variable and a dependent variable. This technique was used for the development of this chapter.

Significant Regional Differences

Regional rankings and regional groupings have been discussed at some length in this publication. If the book has been read in sequence, the reader should already have noted that wide divergences exist between the regions concerning some issue areas. This is in fact one of the central themes of the report: that the regions of the United States are unique in their respective needs and priorities, as are the respective states. The study thus would not be complete without an attempt to categorize strongly regional issue interest areas in some fashion. The regression testing which was conducted does that. Summaries of the testing are shown in **Table 13.1**, which is arranged by region, and **Table 13.2**, which is arranged by issue area.

The possible relationships disclosed here through the statistical technique of regression analysis do not preclude other unique relationships from existing. In fact, a number of other issues with regionally unique features which are not shown here do probably exist. However, the regional relationships revealed and displayed here were so strong in terms of statistical measurement, that it is 95 percent certain that the issues have regionally unique characteristics, and that the measurement is not just a fluke.

The significance of regional uniqueness to a policymaker may fall into several parameters. One possible parameter which a policymaker must consider is that if one area of the country has a uniquely high interest in an area, it is possible that this region could or should be providing national policy leadership on the subject. Another possible parameter of regionally significant issues is that there may be no national solution, and that the solution must come from the individually interested states. Yet another possible parameter is that a regionally significant issue may also be significant nationally, but that regionally unique aspects of the policy problem must be considered in order to arrive at the best possible solution.

As a final caveat, it must be emphasized that the fact that an issue interest area is regionally unique does not make it more or less important as an issue interest area, and no effort should be made to read into the data anything beyond the uniqueness without further analysis.

The East:

The Eastern region of the country is unique in its strong expression of interest in public transit related issues. This preference was so strong that it also placed the east in the position of having the highest absolute number of significant preferences among the regions. Also significant about the East was its relative lack of interest in commodity movement type issues. This is undoubtedly reflective of the economic base of the region. Specialty finance issues ranked relatively high in the East, although the region itself ranked second overall in its general interest in transportation finance.

The Midwest:

The Midwestern region of the country was unique in that it showed the absolute fewest number of significant regional preferences of any of the regions. This is undoubtedly related to its location in the middle of the other regions. Because the flavor of each region touches the Midwest, it tends to be a blending region, so that intense regional distinctions would be masked. The two areas of distinct regional interest shown by the Midwest both related to commodity type movements.

The South:

The Southern region of the country ranked first in information interest in urban congestion, toll roads, several water-type issues and some agricultural and commodity movement type issue areas. This cross-section of distinct regional interest areas probably reflects the diverse economy of the South, as well as the economic growth which has occurred there in recent years.

The West:

The Western region of the country was slightly ahead of the South in its relative interest in transportation administration generally, and seemed to stand out strongly among the regions in its relative interest in transportation finance generally. The West also showed distinct regional interest in commodity type movement issues related to the regional economy. The region ranked second to the East in its relative interest in several public transit areas.

CHAPTER THIRTEEN

Table 13.1
Issue Areas with Regional Significance
-Arranged by Region-

Western Region
Issue Interest Areas with Regional Significance.

Ranked first for the West relative to other regions:
- Transportation Administration
- Transportation Finance
- Mineral Ore and Products Movements
- Oil and Gas Movements
- Agriculture and Timber Movements
- Livestock Movements
- Lumber and Wood Products Movements

Ranked second for the West relative to other regions:
- Rail Passenger Service Financing
- Airport Finance
- Rail Passenger Service
- Public or Mass Transit (general)
- System Start-ups (Public or Mass Transit)
- Administration (Public or Mass Transit)
- Passenger Fares (Public or Mass Transit)
- Fresh Produce Movements

Ranked third for the West relative to other regions:
- Urban Congestion
- Highway Bonding
- Toll Road Financing
- Water Port Financing
- Public or Mass Transit Finance
- Public or Mass Transit Capital & Capital Improvement Finance
- Ferry Service (River)
- St. Lawrence Seaway
- Pipeline Safety
- Maintenance and Operations (Public or Mass Transit)
- Grain, Cotton, Root Crops & Oil Seed Movements

Ranked fourth for the West relative to the other regions:
- Barge Services, Safety and Operations
- Lock and Dam Improvement and Replacement
- Increased Port Depth

Table 13.1 (Continued)
Issue Areas with Regional Significance
-Arranged by Region-

Southern Region
Issue Interest Areas with Regional Significance.

Ranked first for the South relative to other regions:
- Urban Congestion
- Toll Road Financing
- Barge Services, Safety and Operations
- Lock and Dam Improvement and Replacement
- Increased Port Depth
- Pipeline Safety
- Fresh Produce Movements

Ranked second for the South relative to the other regions:
- Transportation Administration
- Highway Bonding
- Water Port Financing
- Public or Mass Transit Finance
- Public or Mass Transit Operating Subsidies
- Public or Mass Transit Capital & Capital Improvement Finance
- Ferry Service (River)
- Cruise Ships
- Maintenance and Operations (Public or Mass Transit)
- Coal Movements
- Mineral Ore and Products Movements
- Oil and Gas Movements
- Grain, Cotton, Root Crops and Oil Seed Movements
- Livestock Movements
- Lumber and Wood Products Movements

Ranked third for the South relative to the other regions:
- Transportation Finance (general)
- Rail Passenger Service Financing
- Airport Finance
- Rail Passenger Service
- Public or Mass Transit (general)
- System Start-ups (Public or Mass Transit)
- Administration (Public or Mass Transit)
- Passenger Fares (Public or Mass Transit)
- Agriculture and Timber Movements

Ranked fourth for the South relative to the other regions:
- St. Lawrence Seaway

Table 13.1 (Continued)
Issue Areas with Regional Significance
-Arranged by Region-

Eastern Region
Issue Interest Areas with Regional Significance.

Ranked first for the East relative to the other regions:
- Highway Bonding
- Rail Passenger Service Financing
- Airport Finance
- Water Port Finance
- Public or Mass Transit Finance
- Public or Mass Transit Operating Subsidies
- Public or Mass Transit Capital & Capital Improvement Finance
- Rail Passenger Service
- Ferry Service (River)
- Public or Mass Transit (general)
- System start-ups (Public or Mass Transit)
- Administration (Public or mass Transit)
- Maintenance and Operations (Public or Mass Transit)
- Passenger Fares (Public or Mass Transit)

Ranked second for the East relative to the other regions:
- Urban Congestion
- Transportation Finance
- Toll Road Financing
- Lock & Dam Improvement & Replacement
- St. Lawrence Seaway
- Increased Port Depth

Ranked third for the East relative to the other regions:
- Transportation Administration
- Barge Services, Safety and Operations
- Cruise Ships

Ranked fourth for the East relative to the other regions:
- Pipeline Safety
- Coal Movements
- Mineral Ore and Products Movements
- Oil and Gas Movements
- Agriculture and Timber Movements
- Grain, Cotton, Root Crops and Oil Seed Movements
- Livestock Movements
- Fresh Produce Movements
- Lumber and Wood Products Movements

Table 13.1 (Continued)
Issue Areas with Regional Significance
-Arranged by Region-

Midwestern Region
Issue Interest Areas with Regional Significance.

Ranked first for the Midwest relative to the other regions:

- St. Lawrence Seaway
- Grain, Cotton, Root Crops and Oil Seed Movements

Ranked second for the Midwest relative to the other regions:

- Barge Services, Safety and Operations
- Pipeline Safety
- Agriculture and Timber Movements

Ranked third for the Midwest relative to the other regions:

- Lock and Dam Improvement and Replacement
- Increased Port Depth
- Coal Movements
- Mineral Ore and Products Movements
- Oil and Gas Movements
- Livestock Movements
- Fresh Produce Movements
- Lumber and Wood Products Movements

Ranked fourth for the Midwest relative to other regions:

- Transportation Administration
- Urban Congestion
- Transportation Finance (general)
- Highway Bonding
- Toll Road Financing
- Rail Passenger Service Financing
- Airport Finance
- Water Port Financing
- Public of Mass Transit Finance
- Public or Mass Transit Operating Subsidies
- Public or Mass Transit Capital & Capital Improvement Finance
- Rail Passenger Service
- Ferry Service (River)
- Cruise Ships
- Public or Mss Transit (general)
- System Start-ups (Public or Mass Transit)
- Administration (Public or Mass Transit)
- Maintenance and Operations (Public or Mass Transit)
- Passenger Fares (Public or Mass Transit)

Table 13.2
Issue Areas with Regional Significance
-Arranged by Issue-

The following issue areas were analysed to have regionally unique characteristics (based on a probability of error of 5% or less) This analysis does not measure the relative significance of the issue - it measures only that regional preference exists.

REGION TO

TRANSPORTATION ADMINISTRATION

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	2.38	10
	SOUTH	2	2.568	8
	EAST	3	2.739	25
	MIDWEST	4	3.043	25

URBAN CONGESTION

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	2.935	29
	SOUTH	1	2.649	13
	EAST	2	2.846	31
	MIDWEST	4	3.371	46

TRANSPORTATION FINANCE (GENERAL)

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	1.732	1
	SOUTH	3	2.286	2
	EAST	2	2.051	1
	MIDWEST	4	2.344	1

HIGHWAY BONDING

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	2.9434	33
	SOUTH	2	2.844	26
	EAST	1	2.659	17
	MIDWEST	4	3.414	50

TOLL ROAD FINANCING

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	3.784	87
	SOUTH	1	3.195	45
	EAST	2	3.238	54
	MIDWEST	4	3.896	83

RAIL PASSENGER SERVICE FINANCING

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	2	3.624	78
	SOUTH	3	3.662	87
	EAST	1	2.682	21
	MIDWEST	4	3.814	75

CHAPTER THIRTEEN

AIRPORT FINANCE

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	2	3.288	54
	SOUTH	3	3.310	53
	EAST	1	2.957	39
	MIDWEST	4	3.76	69

WATER PORT FINANCING

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	4	92
	SOUTH	2	3.486	68
	EAST	1	3.262	58
	MIDWEST	4	4.075	91

PUBLIC OR MASS TRANSIT FINANCE

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	2.804	24
	SOUTH	2	2.737	19
	EAST	1	2.159	2
	MIDWEST	4	3.194	32

PUBLIC OR MASS TRANSIT OPERATING SUBSIDIES

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	2.86	26
	SOUTH	2	2.763	20
	EAST	1	2.256	4
	MIDWEST	4	3.271	36

PUBLIC OR MASS TRANSIT CAPITAL AND CAPITAL IMPROVEMENT FINANCE

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	2.878	27
	SOUTH	2	2.724	18
	EAST	1	2.184	3
	MIDWEST	4	3.301	40

RAIL PASSENGER SERVICE

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	3.46	68
	SOUTH	2	3.5	70
	EAST	1	2.682	21
	MIDWEST	4	3.721	66

BARGE SERVICES, SAFETY AND OPERATIONS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	4	4.347	97
	SOUTH	1	3.794	90
	EAST	3	4.171	86
	MIDWEST	2	4.162	94

CHAPTER THIRTEEN

LOCK & DAM IMPROVEMENT AND REPLACEMENT

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	4	4.469	99
	SOUTH	1	3.89	93
	EAST	2	4.22	90
	MIDWEST	3	4.235	96

FERRY SERVICE (RIVER)

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	3.959	91
	SOUTH	2	3.808	91
	EAST	1	3.707	78
	MIDWEST	4	4.309	98

ST. LAWRENCE SEAWAY

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	4.555	106
	SOUTH	4	4.697	106
	EAST	2	4.378	98
	MIDWEST	1	4.343	99

INCREASED PORT DEPTH

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	4	4.596	104
	SOUTH	1	4.014	96
	EAST	2	4.079	82
	MIDWEST	3	4.439	101

CRUISE SHIPS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	4.417	98
	SOUTH	2	4.435	104
	EAST	3	4.658	106
	MIDWEST	4	4.788	106

PIPELINE SAFETY

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	4.122	94
	SOUTH	1	4.014	95
	EAST	4	4.425	100
	MIDWEST	2	4.09	92

PUBLIC OR MASS TRANSIT (GENERAL)

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	2	2.804	25
	SOUTH	3	3.188	44
	EAST	1	2.351	7
	MIDWEST	4	3.438	31

CHAPTER THIRTEEN

SYSTEM START-UPS (PUBLIC OR MASS TRANSIT)

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	2	3.077	44
	SOUTH	3	3.260	48
	EAST	1	2.659	18
	MIDWEST	4	3.797	73

ADMINISTRATION (PUBLIC OR MASS TRANSIT)

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	2	3.137	48
	SOUTH	3	3.15	41
	EAST	1	2.422	9
	MIDWEST	4	3.559	58

MAINTENANCE AND OPERATIONS (PUBLIC OR MASS TRANSIT)

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	3.173	50
	SOUTH	2	3.167	42
	EAST	1	2.409	8
	MIDWEST	4	3.53	55

PASSENGER FARES (PUBLIC OR MASS TRANSIT)

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	2	3.106	46
	SOUTH	3	3.273	52
	EAST	1	2.295	5
	MIDWEST	4	3.477	52

COAL MOVEMENTS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	3.451	65
	SOUTH	2	3.7	60
	EAST	4	4.3	92
	MIDWEST	3	3.701	65

MINERAL ORE AND PRODUCTS MOVEMENTS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	3.569	76
	SOUTH	2	3.736	89
	EAST	4	4.425	100
	MIDWEST	3	3.892	82

OIL AND GAS MOVEMENTS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	3.353	58
	SOUTH	2	3.629	82
	EAST	4	4.315	94
	MIDWEST	3	3.77	70

CHAPTER THIRTEEN

AGRICULTURE AND TIMBER MOVEMENTS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	3.333	56
	SOUTH	3	3.524	74
	EAST	4	4.184	88
	MIDWEST	2	3.393	47

GRAIN, COTTON, ROOT CROPS AND OILSEED MOVEMENTS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	3	3.373	61
	SOUTH	2	3.342	56
	EAST	4	4.5	103
	MIDWEST	1	3.265	35

LIVESTOCK MOVEMENTS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	3.471	70
	SOUTH	2	3.521	76
	EAST	4	4.375	97
	MIDWEST	3	3.618	63

FRESH PRODUCE MOVEMENTS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	2	3.608	77
	SOUTH	1	3.521	73
	EAST	4	4.333	96
	MIDWEST	3	4	88

LUMBER AND WOOD PRODUCTS MOVEMENTS

		RELATIVE RANK	MEAN	RANKING WITHIN THE REGION
RANKED	WEST	1	3.192	51
	SOUTH	2	3.263	50
	EAST	4	4.158	85
	MIDWEST	3	3.776	71

14 POSTSCRIPT: WHERE DO WE GO FROM HERE?

BANK OF LEXINGTON
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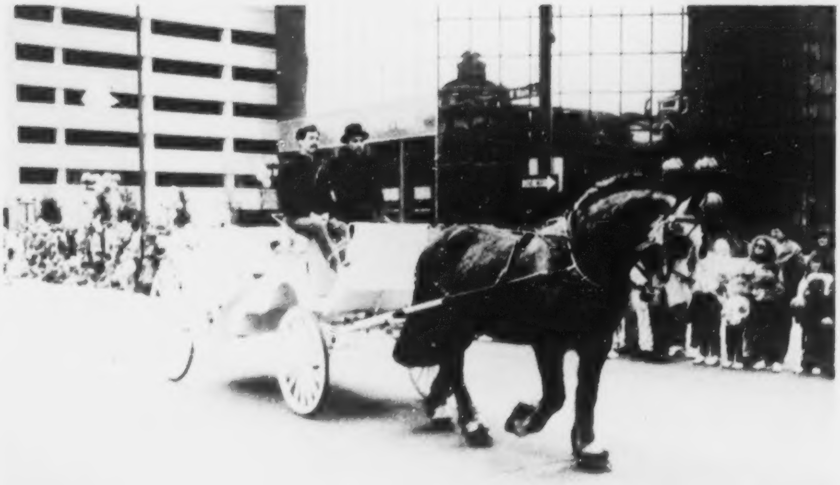


CHAPTER FOURTEEN

POSTSCRIPT: WHERE DO WE GO FROM HERE?

If you are one of those who feel that those who write the policies which shape our lives deserve the best possible information, then this book has been for you. Research into what transportation policy information state policymakers need, as well as how policymakers use this information, is an area where little research has been done.

Many assume that demand for information will create its own supply. This is true to a point. The problem, however, is one that students of free-enterprise will understand. That is, a perfect, balanced marketplace for information assumes perfect knowledge of the demands of the marketplace. That is why private enterprise spends so much time and effort on market research prior to generating products to meet identified demands.

While it may be impossible to create perfect market knowledge of information needs for state policymakers, it is possible to create a data set that is much better than has existed in the past. If used properly, the inevitable result will be more efficient use of research resources, and a better meeting of the information needs of state policymakers.

We received a lot of comments from the survey respondents, indicating that there was a great deal of interest in the current survey and the general direction of research by the Center for Transportation. Some of the **general comments** relating to the transportation policymakers survey are given below:

* Transportation agencies should have the ability to have more

input into local land use decisions that impact the transportation system.

- It is vital that the states play a more active, effective role in shaping national transportation policy.
- There is a need to include safety issues.
- We need a one driver license program nationwide.
- First we must visualize the transportation system of the future. Then we must find the funding, technology, and institutional arrangements necessary to implement the system.
- Our first problem is to get money to match federal dollars. Revenue will be the only way to improve our transportation network.
- Need for local governments to protect needed highway rights of way.
- We are focusing primarily on financing the mass transit system that is being constructed in this region.
- As long as the different transportation modes argue over getting as much government money as possible at the expense of other modes, this country's transportation system will be in disarray.
- Our concern is building a stronger local funding capability for those who are transit dependent.
- Items that are important to our state are: vehicle weight; research and development and transportation need: public acceptance of transportation ideas.

Some **state-specific examples** of comments received include:

- Virginia is currently embarking on a major transportation initiative. The Virginia General Assembly recently enacted (during a special session in September 1986) major tax legislation that will contribute funds for a $10 billion highway construction program in the next 10 years.
- Rhode Island is in the process of devising a better system of servicing the public with their basic registration, title and license needs.
- In Indiana, highway expenditures are one of the largest costs of

government and largest political function. Conflict between highway engineers and politicians is inherent and the two must work closely for the public to benefit.

More transportation policy research funds need to be utilized to survey the information needs and assess the key policy issues facing transportation officials. Because the research resources are so limited, it is important that they be well spent. The only way money available for transportation policy research can be targeted is through research such as is in this study. Nationally, resources spent on transportation policy research are quite low in relationship to the dominant role of transportation in the overall economy.

The results of this study say broadly that some market imperfections exist in our free market information economy. Virtually everyone who has reviewed the results of this survey has been amazed at the complexity of the weave of state and regional policy information needs. Most have also seen a need to continue to do further research in this area.

The Center for Transportation hopes to find the resources for a repeat of the survey and analysis this year. If this can be done, a number of directions could be followed:

a. A second survey, combined with the data from the first survey would allow time line tracking to determine how fast information needs are changing for particular issues.

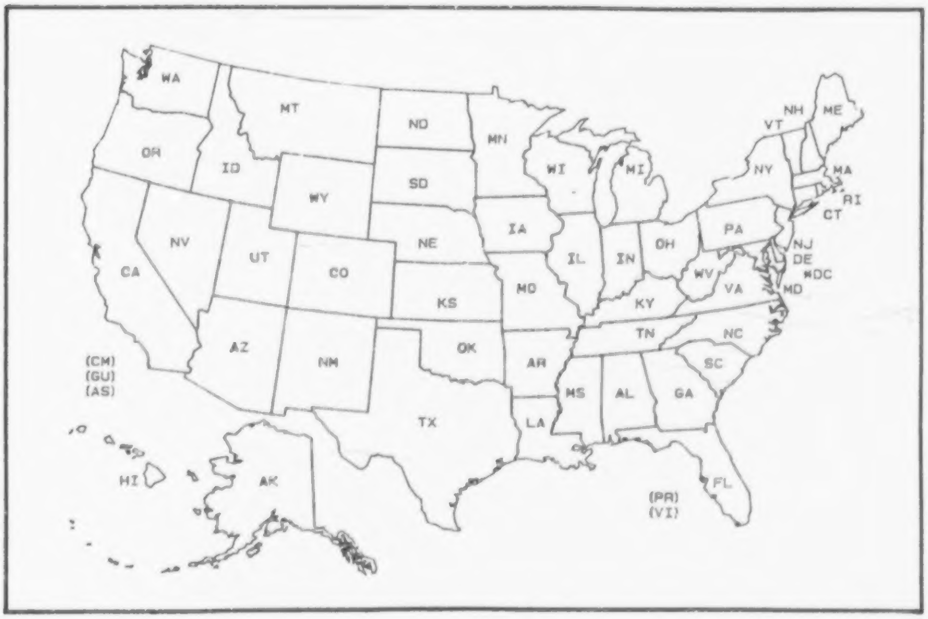
b. Follow-up survey questions can be designed to find out underlying causes for significant regional preferences. For instance, why does transportation administration rate as a high area in the south and the west? Is it because of structural problems within state administrations which must be resolved, or is there another reason? Why is public transit significantly higher as an interest area in the east? What are the state and national policy ramifications of this? Why is interest in transportation finance so significantly stronger in the west? What is the significance of this in national and state policymaking?

c. Follow-up survey questions can also track progress on other areas where significant relationships exist. For example, the report suggests that academics have a relatively poor record of transmitting satisfactory information to state policymakers. Are there methods to improve the information track record here, so that valuable academic resources are better utilized? Lobbyists also come across as a less than satisfactory source of information. Private lobbyists within the transportation industry should be concerned and disturbed by this finding. Do they want to know more about the problem? Federal contacts were relatively well received as information sources. How can federal agencies expand their role as information givers to those who express dissatisfaction with policy information?

In short, the future avenues which can be taken from this study are as limitless as the demand for quality policy information.

If you are a true transportation policy innovator or follower, and have found this information useful and interesting, please contact the Center for Transportation with your comments and suggestions for future research.

APPENDICES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APPENDIX A

SURVEY FORM
CENTER FOR TRANSPORTATION

COUNCIL OF STATE GOVERNMENTS
IRON WORKS PIKE, P.O. BOX 11910
LEXINGTON, KENTUCKY 40578
Point of Contact: Bob Krause, Phone: 606-252-2291

NEEDS SURVEY FOR PRIMARY CONSTITUENTS

1. Please check the designation below which best identifies your current involvement in transportation:
   ____A governor or lieutenant governor
   ____A primary staff member for a governor or lieutenant governor concerned with transportation
   ____Chair of the Transportation Committee of the House or Senate
   ____The head of a major state transportation agency or division head of a major DOT
   ____Non-partisan or partisan staff serving a transportation committee
   ____Other ____

2. Including your past positions as well as your current one, how many years of experience have you had in dealing with transportation issues and policy?
   ____Years

3. How much feedback are you currently receiving from constituents or from the general public on transportation needs, issues, and policies? (Please circle appropriate response.)

A Lot				None
1	2	3	4	5

4. In the past year, have you received more or less of this feedback from constituents and from the general public?

More		Same		Less
1	2	3	4	5

5. Is your need for information on transportation needs, issues, and policies increasing or decreasing?

Increasing		Same		Decreasing
1	2	3	4	5

6. How often do you seek out the following types of transportation experts when you need advice?

	Always				Never
Academics	1	2	3	4	5
Transportation department managers or staffers	1	2	3	4	5
Someone from the governor's office	1	2	3	4	5
A legislator or legislative staff	1	2	3	4	5
Someone from out of state	1	2	3	4	5
Someone from a national professional association such as CSG, NGA, NCSL or AASHTO	1	2	3	4	5
Private lobbyists representing some aspect of the transportation industry	1	2	3	4	5
Private lobbyists not representing some aspect of the transportation industry	1	2	3	4	5

A corporation in the transportation industry	1	2	3	4	5
A person representing city, county, township, regional or special transit government interests	1	2	3	4	5
A company that ships a lot of freight	1	2	3	4	5
A consultant or consulting firm	1	2	3	4	5
A federal agency	1	2	3	4	5
An interested constituent	1	2	3	4	5
Other source________________________________	1	2	3	4	5

7. Which statement best describes your relationship with transportation information sources?
   _____I tend to rely on the same sources
   _____I tend to vary my sources
8. Through which medium do you most often deal with your transportation information services?
   _____Telephone
   _____Personal contact
   _____Mail
   _____Computer systems
9. How successful are you in finding transportation policy expertise when you need it?

Always Successful				Never Successful
1	2	3	4	5

10. Are you satisfied with the quality, timeliness and relevance of the transportation policy information supplied by the sources upon which you currently rely?

Always Satisfied				Never Satisfied
1	2	3	4	5

11. In which of the following areas do you need or anticipate needing policy information?

	Always				**Never**
TRANSPORTATION (all modes) (general)	1	2	3	4	5
Planning and integration	1	2	3	4	5
Administration	1	2	3	4	5
Rural transportation	1	2	3	4	5
Urban transportation	1	2	3	4	5
Urban congestion	1	2	3	4	5
TRANSPORTATION FINANCE (general)	1	2	3	4	5
Highway spending	1	2	3	4	5
Highway user taxes	1	2	3	4	5
Highway bonding	1	2	3	4	5
Toll road financing	1	2	3	4	5
Rail passenger service finance	1	2	3	4	5
Rail freight service finance	1	2	3	4	5
Airport finance	1	2	3	4	5
Air carrier subsidy	1	2	3	4	5
Water port finance	1	2	3	4	5
Public or Mass Transit finance	1	2	3	4	5
Public or Mass Transit operating subsidies	1	2	3	4	5
Public or Mass Transit Capital and Capital improvement finance	1	2	3	4	5

HIGHWAYS (general)	1	2	3	4	5
Highway bidding and purchasing	1	2	3	4	5
Highway construction and design	1	2	3	4	5
Highway maintenance	1	2	3	4	5
Highway administration	1	2	3	4	5
Highway privatization initiatives	1	2	3	4	5
HIGHWAY SAFETY (general)	1	2	3	4	5
Traffic laws (general)	1	2	3	4	5
Speed limits--"55"	1	2	3	4	5
Drunk driving	1	2	3	4	5
Mandatory seat belts	1	2	3	4	5
Mandatory child restraints	1	2	3	4	5
Vehicle inspections	1	2	3	4	5
Motorcycle and moped safety	1	2	3	4	5
Rail crossing safety	1	2	3	4	5
MOTOR CARRIER (general)	1	2	3	4	5
Truck weights or truck weight enforcement	1	2	3	4	5
Truck regulation in general	1	2	3	4	5
Freight service to rural areas	1	2	3	4	5
Economic regulation of/or price competition for trucking	1	2	3	4	5
MOTOR VEHICLE ADMINISTRATION					
Driver's licensing	1	2	3	4	5
Vehicle titling and registration	1	2	3	4	5
Truck movement permits	1	2	3	4	5
RAILROADS (general)	1	2	3	4	5
Rail passenger service	1	2	3	4	5
Expansion or elimination of service	1	2	3	4	5
Rail "tourist" railroads	1	2	3	4	5
RAIL FREIGHT					
Rail freight service	1	2	3	4	5
Economic regulation of price competition for railroads	1	2	3	4	5
Rail service planning	1	2	3	4	5
Rail abandonments	1	2	3	4	5
Track and equipment safety	1	2	3	4	5
Public ownership of branch lines	1	2	3	4	5
Railroad company "spin-off" new railroads	1	2	3	4	5
Railroad mergers	1	2	3	4	5
Service expansion for development	1	2	3	4	5
AIR (general)	1	2	3	4	5
Air passenger service	1	2	3	4	5
Increased availability of flights and destinations	1	2	3	4	5
High cost of air fares	1	2	3	4	5
Lack of "hub" service	1	2	3	4	5
Air freight service	1	2	3	4	5
AIRPORTS					
Airport safety and security	1	2	3	4	5
Airport noise and congestion	1	2	3	4	5
Airport administration	1	2	3	4	5
Airport placement	1	2	3	4	5
RIVER (general)	1	2	3	4	5
Inland water ports	1	2	3	4	5
Barge service safety and operations	1	2	3	4	5
Lock and dam improvement and replacement	1	2	3	4	5
Ferry service	1	2	3	4	5

COASTAL OR GREAT LAKES (general)	1	2	3	4	5
St. Lawrence Seaway	1	2	3	4	5
Port marketing and market shares	1	2	3	4	5
Port administration	1	2	3	4	5
Increased port depth	1	2	3	4	5
Port security	1	2	3	4	5
Ocean freight (general)	1	2	3	4	5
Cruise ships	1	2	3	4	5
Ocean passenger and ferrys	1	2	3	4	5
PIPELINES (general)	1	2	3	4	5
Pipeline safety	1	2	3	4	5
Pipeline abandonment	1	2	3	4	5
Pipeline pollution/leaking	1	2	3	4	5
PUBLIC OR MASS TRANSIT (general)	1	2	3	4	5
System start-ups	1	2	3	4	5
Administration	1	2	3	4	5
Maintenance and operations	1	2	3	4	5
Passenger fares	1	2	3	4	5
RURAL PUBLIC TRANSIT (general)	1	2	3	4	5
ENERGY AND MINERAL MOVEMENTS	1	2	3	4	5
Coal	1	2	3	4	5
Mineral ore and products	1	2	3	4	5
Oil and gas	1	2	3	4	5
AGRICULTURE AND TIMBER MOVEMENTS	1	2	3	4	5
Grain, cotton, root crops and oilseed	1	2	3	4	5
Livestock	1	2	3	4	5
Fresh produce	1	2	3	4	5
Lumber and wood products	1	2	3	4	5
INDUSTRIAL	1	2	3	4	5
Urban industrial distribution	1	2	3	4	5
LIABILITY INSURANCE	1	2	3	4	5
Liability of public bodies involving transportation	1	2	3	4	5
Liability insurance for common carriers	1	2	3	4	5
HAZARDOUS MATERIALS TRANSPORT (general)	1	2	3	4	5
Routing problems and policies	1	2	3	4	5
Public safety	1	2	3	4	5
Availability of liability insurance	1	2	3	4	5
OTHER					
______________________________	1	2	3	4	5
______________________________	1	2	3	4	5
______________________________	1	2	3	4	5

12. Do you have a need for continuing education in transportation policy?

____Yes (Answer questions 13., 14. and 15.)
____No (Go to question 16.)

13. If "yes" to question 12., what format of education is best suited to your needs?

	Best				Worst
conventions or annual meetings	1	2	3	4	5
special issues seminars or conferences	1	2	3	4	5
special studies or reports on current transportation issues	1	2	3	4	5
short briefing papers on current transportation topics of interest	1	2	3	4	5

14. If "yes" to question 12., what level of continuing education in transportation policy is needed?

	Yes, Definitely				No, Not Needed
Basic orientation to concepts, terms and issues	1	2	3	4	5
New trends and innovations in transportation policy	1	2	3	4	5
"Futurist"-oriented transportation policy	1	2	3	4	5

15. Are you satisfied with the kinds of continuing education in transportation policy which are available to you?
_____Yes _____No _____Undecided

16. Briefly, what are the three most important transportation problems facing your state in 1987?

A. ____
____
B. ____
____
C. ____
____

17. Briefly, what are the three most important long-range transportation problems facing your state?

A. ____
____
B. ____
____
C. ____
____

COMMENTS:____
____
____
____

(Voluntary)
Name____
Address____
____

THANK YOU FOR YOUR TIME AND EFFORT IN RESPONDING TO THIS SURVEY.
PLEASE RETURN THE SURVEY IN THE ENCLOSED ENVELOPE.
WE WILL PUBLICIZE RESULTS OF THE SURVEY AS SOON AS THEY ARE AVAILABLE.

Appendix B

Regional Reference
Utilizing CSG Regional Framework

SURVEY STATES, COMMONWEALTHS, TERRITORIES

ALABAMA - SOUTHERN
ALASKA - WESTERN
ARIZONA - WESTERN
ARKANSAS - SOUTHERN
CALIFORNIA - WESTERN
COLORADO - WESTERN
CONNECTICUT - EASTERN
DISTRICT OF COLUMBIA - SOUTHERN
DELAWARE - EASTERN
FLORIDA - SOUTHERN
GEORGIA - SOUTHERN
HAWAII - WESTERN
IDAHO - WESTERN
ILLINOIS - MIDWESTERN
INDIANA - MIDWESTERN
IOWA - MIDWESTERN
KANSAS - MIDWESTERN
KENTUCKY - SOUTHERN
LOUISIANA - SOUTHERN
MAINE - EASTERN
MARYLAND - SOUTHERN
MASSACHUSETTS - EASTERN
MICHIGAN - MIDWESTERN
MINNESOTA - MIDWESTERN
MISSISSIPPI - SOUTHERN
MISSOURI - MIDWESTERN
MONTANA - WESTERN
NEBRASKA - MIDWESTERN
NEVADA - WESTERN

NEW HAMPSHIRE - EASTERN
NEW JERSEY - EASTERN
NEW MEXICO - WESTERN
NEW YORK -EASTERN
NORTH CAROLINA - SOUTHERN
NORTH DAKOTA - MIDWESTERN
OHIO - MIDWESTERN
OKLAHOMA - SOUTHERN
OREGON - WESTERN
PENNSYLVANIA - EASTERN
RHODE ISLAND - EASTERN
SOUTH CAROLINA - SOUTHERN
SOUTH DAKOTA - MIDWESTERN
TENNESSEE - SOUTHERN
TEXAS - SOUTHERN
UTAH - WESTERN
VERMONT - EASTERN
VIRGINIA - SOUTHERN
WASHINGTON - WESTERN
WEST VIRGINIA - SOUTHERN
WISCONSIN - MIDWESTERN
WYOMING - WESTERN

AMERICAN SAMOA - WESTERN
MARIANA ISLANDS - WESTERN
GUAM - WESTERN
PUERTO RICO - SOUTHERN
VIRGIN ISLANDS - SOUTHERN

☆U.S. GOVERNMENT PRINTING OFFICE: 1987-181-763/40224

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